

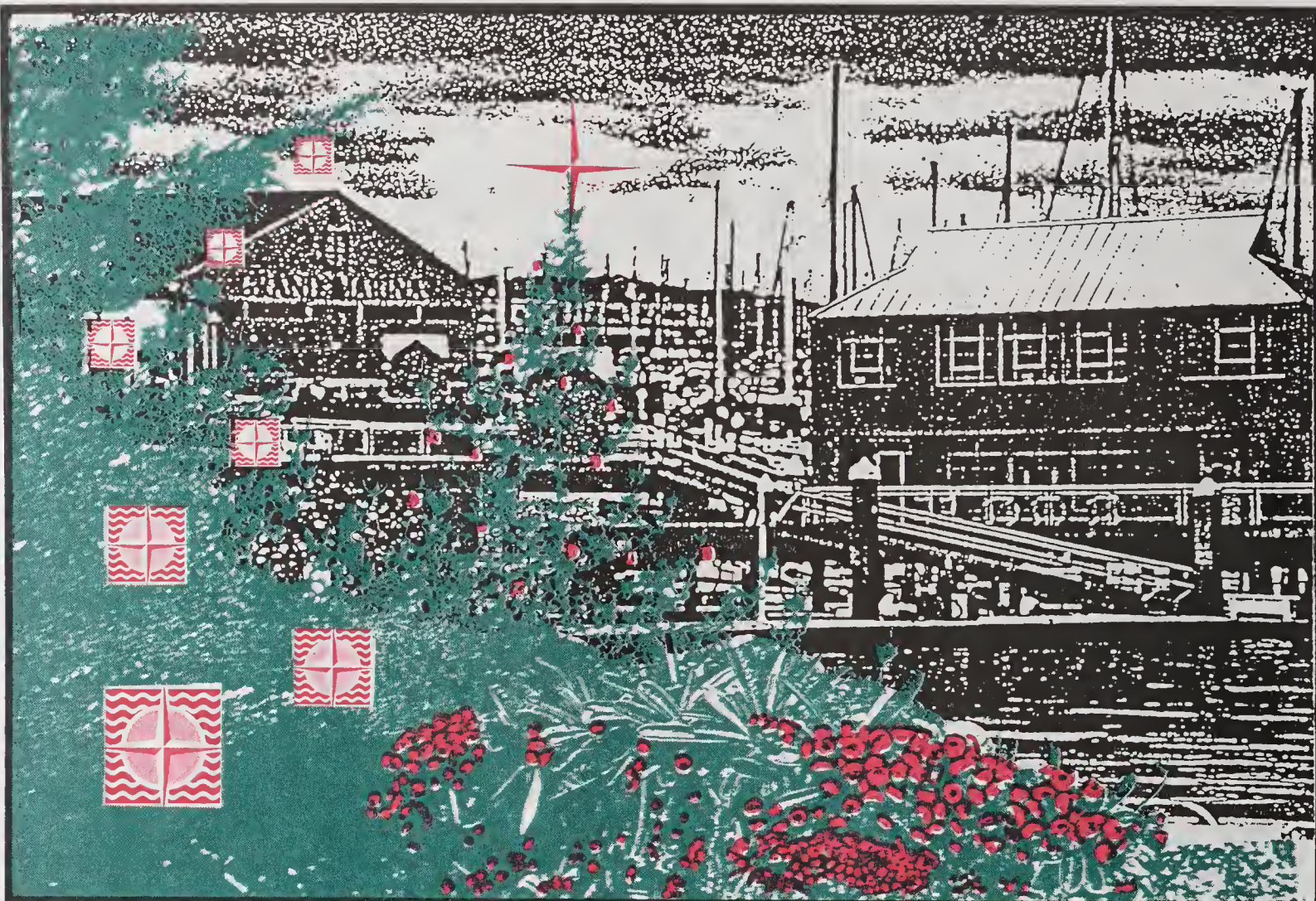
Latitude 38

VOLUME 198, DECEMBER 1993

CIRCULATION: 48,000



BULK RATE
U.S. POSTAGE
PAID
ROBECK'S
Mailing Serv., Inc.
1548 Montague Expwy
San Jose, CA 95131



HAPPY HOLIDAYS !

Ours has been a very good year. Thanks to our customers, our freinds and supporters. Here's hoping that the Holiday Season is all you expect it to be and that you and yours prosper in the new year. All the Best.

The Staff and Management of Grand Marina.

GRAND MARINA & MARINE CENTER,
the finest in boat care and homeports.

OFFERING:

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key accessed only)
- Dockside Electrical (up to 50 A - 220 V)
- Cable TV & Telephone Services
- Dry Storage
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped with ample parking
- Full service Fuel Dock and Mini Mart
- Sailboat & Powerboat Brokers on site

BOATYARD & MARINE CENTER:

- 60 Ton TRAVELIFT
- Haulout Facilities
- Electronics Sales and Service
- Engine and Mechanical Repair
- Machine Shop
- Woodworking



Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

(510) 865-1200

GENTRY - ANDERSON

Words of Wisdom



**Eclipse*

Fred Hoffman has proven yet again that there is no substitute for wisdom. *Eclipse*, Fred's Hawkfarm, won the pursuit race in Richmond Yacht Club's Great Pumpkin Regatta.

The Sunday race of the Great Pumpkin is a reverse handicap race around Angel Island, in either direction, and *Eclipse* "eclipsed" 84 competitors. It took more than Fred's 1985 Pineapple mainsail or his 1986 Pineapple spinnaker to win him the race. But his decision to go the right way back then, choosing a sailmaker who specializes in both speed and durability, puts him in front of his competition today.

You, too, can make a wise tactical decision: give us a call today. Let's talk about this kind of excellence for your boat.

We will be closed from Dec. 25 through Jan. 2.
Happy Holidays!

DEALER FOR: Henri-Lloyd Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda & Seabird Sailing Center in Berkeley



PINEAPPLE SAILS

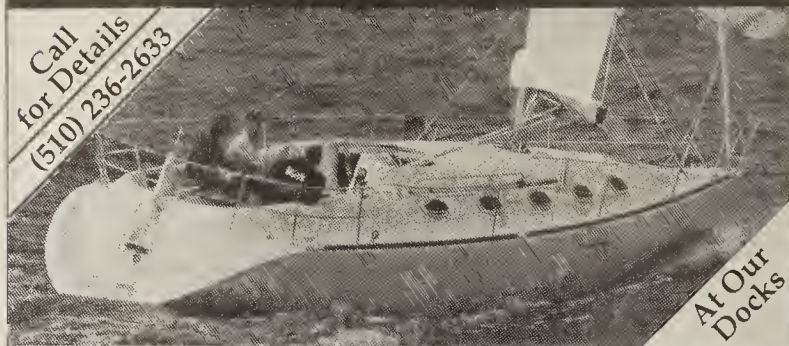
*Powered by Pineapples

(510) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

THE BENEFITS OF OWNING A BENETEAU PRIDE - QUALITY - INCOME TO YOU!

Call
for Details
(510) 236-2633



At Our
Docks

THE NEW AND EXCITING BENETEAU 35.7

- Only 4 charter placement slots available. Call for special price and packages on a new Beneteau 310, 351, 35.7 or 400.
- Tax Savings. 1993 tax revisions open the door for you.
- Expenses Paid. Charter activity can pay for berthing, maintenance, insurance, taxes and other operation costs.
- Pay off in 3-5 years using the positive cash flow to accelerate payment, you can pay off early instead of 15 or 20 years.
- Many member benefits including free sailing lessons, discounts on sails, equipment, marine services and more.
- The Moorings' first choice is Beneteau due to popularity, low maintenance and high resale. We also offer discounts and prep for Moorings charters. Why not follow the experts?

Don't settle for less, you can own the best!

Give a gift that will last forever.
HOLIDAY SPECIALS

**Winter Charter
Rates
20% off**

Fine yachts
to choose from

Starting at \$64 a day

**Learn to Race
Classes**

Lecture, racing,
practices
Learn rules, tactics
and how to win

regular \$625 Special \$475

**Catered Skippered
Charters**

We do it all,
just enjoy the ride.

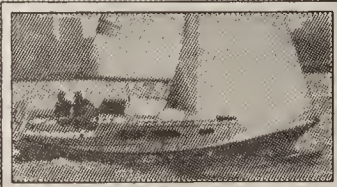
Starting at \$185

**Learn to Sail
Program
2 weekends, 5 days**

2 ASA certifications
guaranteed

regular \$1,000 Special \$695

Income Opportunity



Immaculate Islander 28.
Can earn a positive cash flow.



**THE SAILING
CONNECTION**

ASA School, Charter Co., Club

(510) 236-8999

9:30-5:00 Tues to Sun Visa/MC

CONTENTS

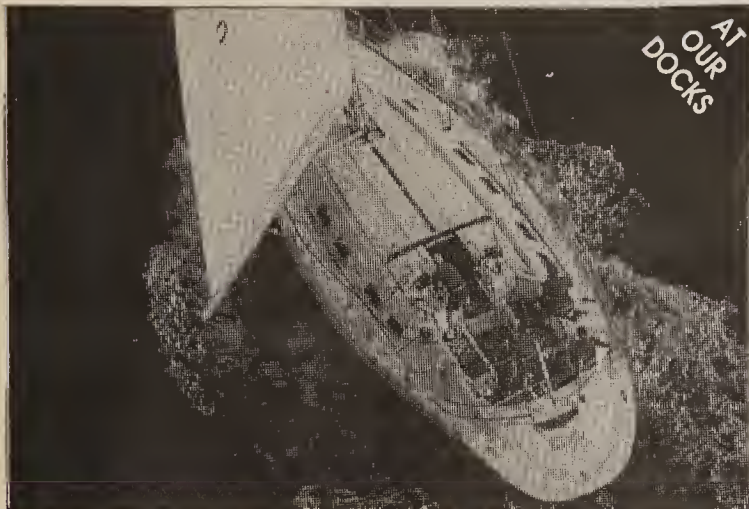
subscriptions	6
calendar	20
letters	28
loose lips	72
sightings	76
year in review	90
lbyc cabo race	96
cabo cruisers	102
atomic four	106
tonga tales, part II	110
winners, part II	120
world of charter	126
the racing sheet	134
changes in latitudes	144
classy classifieds	158
advertisers' index	166
brokerage	168

COVER PHOTO: *Latitude 38/rob*
CAUTION! WIDELOAD

Graphic Design: Colleen
Copyright 1993 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

BENETEAU FIRST 45f5



Designed by Bruce Farr and styled by Pininfarina, the **Beneteau First 45f5** has been a stunning success in terms of race winning potential, long distance cruising, sales record, workmanship, and comfortable elegance. This amazing yacht is wickedly fast with recorded sustained spinnaker runs of over 20 knots while still being easily handled by the cruising couple. Standard equipment includes anchor windlass, refrigerator, genoa furling, Sparcraft mast and rod rigging, sails, battery charger and a cherry wood interior which has a large master S/R forward with a Pullman berth, two double aft S/R, a huge main salon, great galley and a sail locker forward.

SAILAWAY PRICE: \$263,000.

NOW \$249,000!



ISLAND PACKET 44



State-of-the-art bluewater cruiser that has all the comfort, safety features and attention to detail that make cruising a pure joy. Massive storage area for all of the gear and supplies that you might want to take on a two year cruise. The boat at our docks is extensively equipped with a cutter rig, furling sails on both headsails, a fully battened main with single line reefing system, engine driven and 110v holding plate refrigeration and freezer, reversing electric windlass with an all chain rode, Heart inverter system, Balmar alternator, microwave, deluxe Sony stereo system with six speakers, deck wash down, opening stainless ports, and a hand varnished teak interior.

SAILAWAY PRICE: \$276,285

NOW \$259,233!



Shouldn't Your Yacht Broker Be A Professional?



ISLANDER 28, 1983. New epoxy bottom. You will be impressed with a very clean and attractive interior. Perfect starter boat, designed by Bob Perry. **\$24,900.**



BENETEAU FIRST 42, 1985. The German Frers designed classic. Racing or cruising, this yacht is a proven winner. Sails, electronics, all the gear, and at our docks for **\$119,500.**



PEARSON 33, 1986. Quality construction and finish. Cruising interior, dagger, Loran, queen-sized aft quarter cabin. At our docks. **\$55,000.**



BENETEAU FIRST 456, 1983. Frers-designed racer/cruiser boats three cabins in large interior. Priced to move at **\$135,000.**



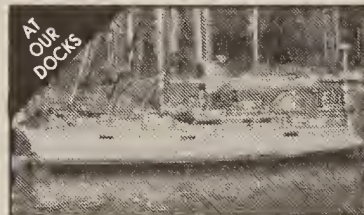
BENETEAU OCEANIS 350, 1988. Popular, clean and well equipped modern cruiser from industry leader. At our docks. Now only **\$59,975.**



TASWELL 49. Impressively equipped including bow thruster. Customized and elegant. Call for appointment. **\$449,000.**



BENETEAU OCEANIS 370. Furling mainsail and jib makes for easy cruising at its best. Many extras, super condition and well priced at **\$112,000.**



BENETEAU OCEANIS 390. Classic version. A proven offshore cruiser loaded with interior, radar. Must see at **\$120,000.**

PARTIAL BROKERAGE LIST

SAIL

25' CAPE DORY, 1978 beautiful	8,500
27' CAL 2-27, 1976	11,900
27' CATALINA, 1974	reduced to 12,500
27' ISLAND PACKET, 1988	55,000
28' ISLANDER, 1984	24,900
29' CAL 2-29, 1974 cruise equip'd	27,000
30' LANCER, 1985	24,995
30' ALBIN BALLAD, 1978, excellent	19,500
31' ISLAND PACKET, 1986	69,000
31' PEARSON, 1986	55,000
34' WYLIE, 1980	33,000
35' NIAGARA, 1981	59,500
35' ISLAND PACKET, 1989	129,000
36' ISLANDER, 1976, diesel	37,500
36' PEARSON, 1985	69,500
36' CATALINA, 1985	60,000
37' PASSPORT, 1988	139,000

SAIL - cont'd

38' ISLAND PACKET, 1989	139,500
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,000
40' PASSPORT, 1982	135,000
40' X-119, 1990	128,000
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
41' FRERS, 1988	149,000
41' MORGAN OUTISLAND	2 from 65,000
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	99,500
42' TARTAN, 1982	115,000
43' MASON, 1982	145,000
44' HYLAS, 1985	149,500
46' FRERS/PJ ALUMINUM, 1976	125,000
49' TASWELL, 1991	449,000

BENETEAU BROKERAGE

34' BENETEAU OCEANIS 350, '88	59,975 *
37' BENETEAU OCEANIS 370	112,000 *
37' BENETEAU FIRST 375, '85	74,500 *
39' BENETEAU 390, 1990	120,000 *
40' BENETEAU 405, 1988	135,000
42' BENETEAU, 1985	119,500 *
43' BENETEAU 432, '87, new eng	109,000 *
45' BENETEAU FIRST 45f5, '91	239,000
45' BENETEAU 456, '83	135,000 *

POWER BROKERAGE

27' SEA RAY, engine overall	23,000 *
31' TIARA HARDTOP, 1984	83,500 *
31' TIARA FLYBRIDGE, 1988	110,000 *
32' BAYLINER, 1979	35,000 *
33' TIARA OPEN, 1990	135,000 *
36' TIARA OPEN, 1990	260,000
52' BESTWAY, 1987	239,000

* INDICATES BOATS LOCATED IN RICHMOND



Passage Yachts

1220 Brickyard Cove Rd.
Point Richmond, CA 94801

(510) 236-2633

Fax (510) 234-0118

CLAUSEN'S

Bay Island YACHTS

(510) 814-0400

Why List Your Boat With Bay Island Yachts?

1) Location: We're in the heart of the most modern & complete marine facility in the Bay. High traffic, high visibility! We have a display basin & private slips to showcase your boat.

2) Exposure: Through BUC NET, a world-wide computer multiple listing service. Your boat is at the fingertips of over 600 brokers and their safespeople. Through the California MLS where your boat is presented monthly to numerous brokers state-wide. And through color ads with photos in multiple publications with state, West Coast and nationwide distribution.

3) Reporting: Prior to listing your boat we prepare a comparative market analysis to determine your position in the market place. Then, every month, we send you a report which details all calls, showings and activity on your vessel. We talk to you before you have to call us.

4) Networking: We have a select list of highly active brokers we send color packages* to, placing your boat directly in front of the buying public throughout the U.S.



Most of All
because we SELL them

* Available for most boats.

2099 GRAND STREET
ALAMEDA, CA 94501

FAX (510) 814-8765

SUBSCRIPTIONS

- ☐ Enclosed is \$20.00 for one year
Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing. Please allow 4-6 weeks to process changes/additions)
- ☐ Third Class Renewal (current subscription)
- ☐ Enclosed is \$45.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class Only)
- ☐ First Class Renewal (current subscription)
- ☐ Gift Subscription – Gift Card to read from:

We regret that we cannot accept foreign subscriptions, nor do we bill for subscriptions. Check or money order must accompany subscription request.

Name _____

Address _____

City _____

State _____

Zip _____

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$3.00
Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

- ☐ We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- ☐ Please send me further information for distribution outside California.

Business Name _____

Type of Business _____

Address _____

City _____

State _____

Zip _____

County _____

Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor	Richard Spindler, ext. 111
Co-Publisher	Kathleen McCarthy, ext. 101
Bookkeeping	Tina Dunne, ext. 101
General Manager	Colleen Levine, ext. 102
Production	Christine Weaver, ext. 103
Production	Mimi Atkinson, ext. 104
Production	Robyn Tedd, ext. 112
Advertising	Mitch Perkins, ext. 107
Advertising	John Arndt, ext. 108
Associate Editor	Rob Moore, ext. 109
Managing Editor	John Riise, ext. 110
Contributing Editors	Paul Kamen, Andy Turpin, Shimon Van Collie
Directions to our office	press 212
Classifieds	press 21
Subscriptions	press 24
Distribution	press 25

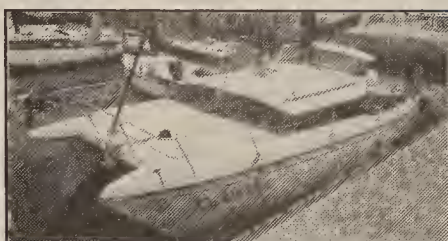
P.O. Box 1678, Sausalito, CA 94966 • (415) 383-8200 Fax: (415) 383-5816

*Season's Greetings
and
Thank you to all of our
Buyers and Sellers who have
made this year very successful!*

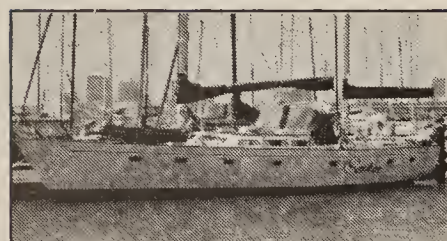
**Bay Island
YACHTS**
(510) 814-0400



43' BENETEAU OCEANIS . 159,000
3 staterooms, roller furling



33' PROUT QUEST 85,000
Rugged offshore cruising cat



51' TATOOSH 299,000
Fully equipped offshore yacht



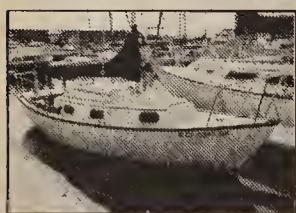
41' FORMOSA 55,000
Popular liveboard/cruiser



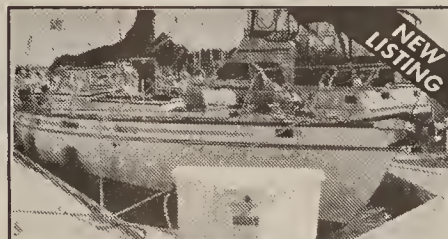
32' PEARSON 323 38,500
Roomy coastal cruiser



41' CORONADO 54,500
New furling, rigging & sails



25' CAPE DORY
2 boat owner.
Make offer.
Reduced to
\$9,900.



43' CUSTOM NEW ZEALAND CUTTER
Captain Musik is a custom built bluewater
cruising yacht for the discriminating buyer.
The quality is that of a Swan, and the inven-
tory is that of a small chandlery. Meticulously
maintained and ready for that dream voy-
age. Call for a complete package and ap-
pointment to view. **\$149,500.**



28' ISLANDER
Diesel, autopilot.
Anxious seller.
\$15,900.

DRASTIC REDUCTION:



29' CAL
Roller furling
main & jib.
\$17,500.

Selected Listings

25' C & C	7,900	40' CHEOY LEE	64,500
25' CAPE DORY	9,900	41' FORMOSA	55,000
27' US YACHTS	13,950	41' CORONADO	54,500
27' CAL Mk III	13,275	43' CUSTOM NZ CTR	New Listing
38' ISLANDER	15,900	43' BENETEAU 430	159,000
28' BRISTOL Channel ctr	57,000	47' JEANNEAU	149,500
29' CAL	17,500	47' CELERE	New Production
30' BAHAMA	25,000	49' ALBIN TRAWLER	149,000
32' PEARSON 323	38,500	50' COLUMBIA	109,500
33' PROUT CATAMARAN	85,000	50' COLUMBIA	119,500
33' CHEOY LEE Clipper	29,950	51' MIKELSON	258,000
36' FREEPORT Islander	59,950	51' TATOOSH	299,000
36' C & C	48,500		
38' MORGAN Moon Shadow	54,500		
38' DOWNEAST	57,500		



Mike Clausen • Neil Riley • Dave Wolfe

2099 GRAND STREET Δ ALAMEDA, CALIFORNIA 94501 Δ (510) 814-0400 FAX (510) 814-8765

20th Anniversary Sale at D'ANNA

WE TRADE ANYTHING!

The New HUNTER 36 VISION

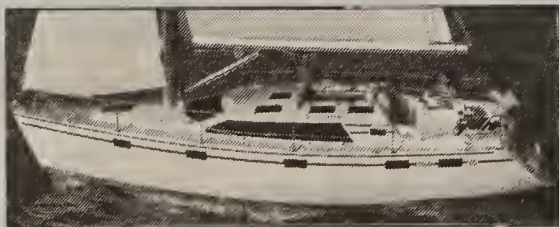
- More Room than most 40' yachts
- Easy to Singlehand
- Great Liveaboard

SPECIAL PACKAGE
For \$815.00/month*

- Performance Keel
- Roller Furling
- Electric Halyard Winch
- Refrigeration
- Solar Panel Keeps Batteries Charged
- Gorgeous Salon, Teak & Ash Interior
- 5-Year Guarantee

* to qualified buyers with 20% down

Buy the New Vision 32 or 36 at **D'ANNA** Yacht Center, you'll be glad you did!



VISION 36. SUPER BRIGHT INTERIOR WITH LOTS OF WINDOWS.

• HOT BROKERAGE BUYS •

BENETEAU FIRST 35.5 Loaded \$ 70,000

ALSO AVAILABLE

CAPRI 26, '91, Bristol	\$ 27,995	CS 36	\$ 69,500
CATALINA 27 2 from \$	10,999	ERICSON 37	\$ 47,900
CAL 2-27	\$ 10,400	HUNTER 37	\$ 47,500
ERICSON 28	\$ 28,000	PASSPORT 37	\$ 119,000
S2 30 Aft cockpit	\$ 27,900	PEARSON 385 aft cabin ...	\$ 92,000
ISLANDER 30, 1984	\$ 27,500	IRWIN 39	SOLD
DUFOR 30	\$ 14,995	CT 41	\$ 65,000
OLSON 911S	\$ 49,500	PASSPORT 42	\$ 225,000
JEANNEAU 34	\$ 47,900	PASSPORT 45	\$ 139,500
		Fuji 45	\$ 129,500



SELLERS: We are moving boats! Call us with your listing and let's get your boat **SOLD!**



D'ANNA 11 Embarcadero West, #100
Oakland, CA 94607
YACHT CENTER, INC. (510) 451-7000
Giving you more since 1974

Professional weather equipment that watches the weather for you.

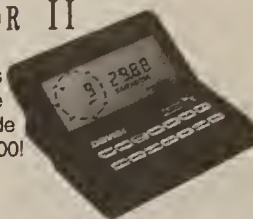


WEATHER WIZARD III

The most requested weather station features in a single package. Now includes compass rose. New low price...\$195!

WEATHER MONITOR II

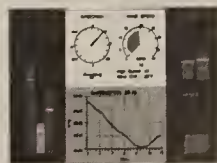
The deluxe personal weather station. Includes extra features like barometer and inside humidity. All for only \$395.00!



WEATHER STATION FEATURES INCLUDE

- Inside & Outside Temperature
 - Wind Speed
 - Wind Direction
 - Wind Chill
 - Time & Date
 - Highs & Lows
 - Alarms
 - Instant Metric Conversions
 - Barometer*
 - Inside Humidity*
- OPTIONAL ACCESSORIES
- Rainfall Option
 - Humidity & Dew Point*

* Indicates feature or option for Weather Monitor II only.



WEATHERLINK

Connects your weather station to an IBM or Macintosh for in-depth analysis. Compare, track, and plot weather trends over time. \$165.00

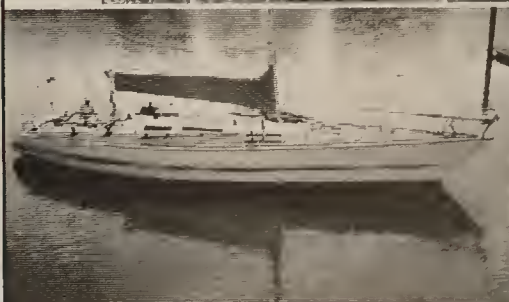
ORDER TODAY: 1-800-678-3669

M-F 7 a.m. to 5:30 p.m. Pacific Time • FAX 1-510-670-0589
M/C and VISA • Add \$8 for Shipping • CA Residents Add Sales Tax
One-year warranty • 30-day money-back guarantee • LT436V

DAVIS INSTRUMENTS 3465 Diablo Ave., Hayward, CA 94545



Wave Runner



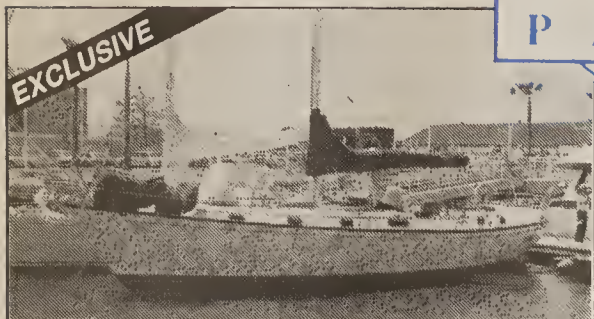
48-ft. IMS RACER
TransPac Winner
...with cruising potential!

Built in Denmark, 1988, to ABS standards. Outstanding racing record, including 1st overall in 1991 TransPac! Extensive electronics. Comfortable upholstered teak interior. Galley w/refrigeration & freezer. Cabin heater, stereo, dodger. Large sail inventory. \$105,000. All offers considered. Offered by Richmond Yacht Club Foundation. Broker participation invited.
Contact Nick Barnhill (510) 283-0394 or Bob Klein (707) 643-4468.

(510)
521-1929



GRAND
MARINA



PETERSON 44

The Standard in Performance Cruising, these yachts are considered to be the best value in the mid-forty-foot range. This yacht offers her new owners an excellent inventory of gear and electronics including a new GPS! Call for an exclusive showing!



FRERS 46

Converted to Cruising shorthanded with a new "CRUISING" interior, this Frers 46 offers the ultimate in "FAST & FUN" for the serious Bluewater Cruising Couple! In 1985 her new Sparcraft mast was added with all new rigging. Built to be the fastest and the best, this beauty offers the serious sailer AWESOME bluewater cruising!

**BUC
NET**

BROKERS CHOICE



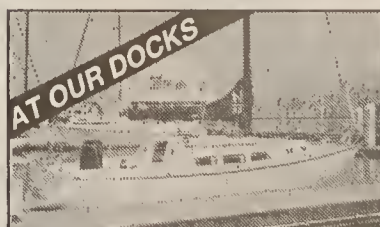
27' VANCOUVER	42,000	40' ISLANDER/PERRY	75,500
30' CATALINA	18,500	40' C & C	79,900
31' PACIFIC SEACRAFT	67,500	40' WILDERNESS	52,500
32' ISLANDER	26,500	41' C&C	118,500
33' OLYMPIAN	27,500	41' CORONADO	39,950
33' NEWPORT	35,000	41' MORGAN OI	OFFERS
33' CAPE DORY	reduced 62,750	41' CT	69,000
33' RANGER	24,500	41' COLUMBIA	2 from 45,000
34' TARTAN	36,000	43' SPINDRIFT	179,000
34' CREALOCK	114,500	43' RON HOLLAND	85,000
35' CUSTOM BABA	85,000	43' OCEANIS 430	159,000
36' CHEOY LEE	45,000	43' KETTENBERG	58,000
36' MORGAN OUT ISLAND	36,500	44' GULFSTAR	77,000
36' PETERSON	34,500	44' PETERSON	112,500
37' ELITE	NEW LISTING	45' FASTNET	145,000
37' RAFIKI	77,000	46' FRERS	125,000
37' ENDEAVOUR	69,500	48' CHEOY LEE	2 from 95,000
37' TAYANA	88,500	48' CUSTOM CUTTER	86,500
37' PEARSON	114,000	50' FD-12	179,900
38' C&C	from 125,000	50' KETTENBURG	109,000
38' DOWNEAST	58,500	50' COLUMBIA	95,000
38' ERICSON	119,000	51' TATOOSH	299,000
38' HANS CHRISTIAN	112,500	55' TAYANA	369,500
38' KAISER KETCH	59,900	66' STAYSAIL SCHOONER	WOOD
39' PEARSON	49,900	70' NEW HORIZON	395,000



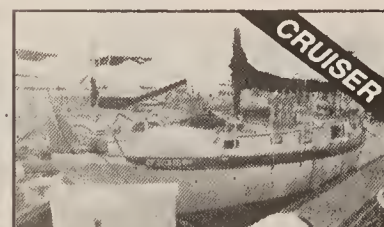
CAPE DORY 33 62,750
Seakindly and Strong!



KAISER 38 59,900
Traditional Bluewater Cruiser!

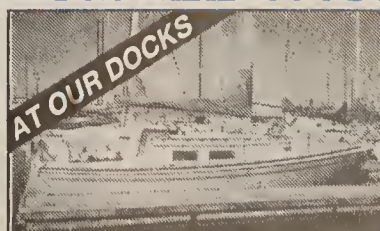


NEWPORT 33 35,000
Radar, Loran, Immaculate!



OLYMPIAN 33 27,500
Cruising on a Budget!

SMALL YACHT DIVISION



MORGAN 28 OI 12,900



CATALINA 30 19,750

Inventory:

22' CAL w/trailer	9,900	28' MORGAN OI	12,900
25' CATALINA	19,950	29' ERICSON	16,950
26' MacGREGOR	10,000	30' CATALINA	19,950
26' CHRYSLER w/trailer	11,850	32' WAYFARER	16,950
26' S-2, center cockpit	11,500	32' CORONADO	19,950

ATTENTION SELLERS

HOW DO WE MARKET YOUR BOAT?

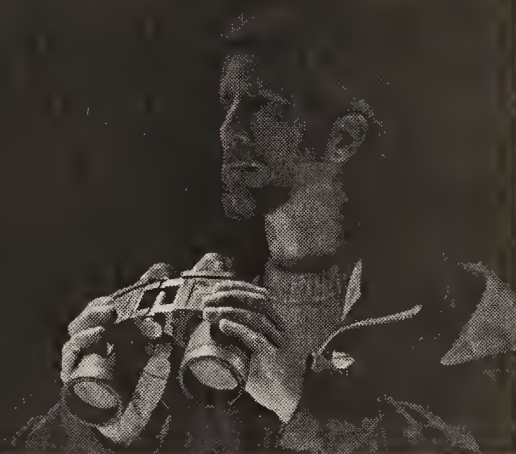
With 3 California offices, 10 professional sales people, advertising in 5 or more West Coast publications, member of BUC International Listing Service, member of Ca. MLS, attendance in numerous boat shows, on site display slips and more. If you don't have your boat listed with us, WHY?

14025 PANAY WAY
MARINA DEL REY, CALIFORNIA 90292
FAX (310) 306-4801
(310) 306-1882

2323 SHELTER ISLAND DRIVE
SAN DIEGO, CALIFORNIA 92106
FAX (619) 224-9225
(619) 224-3277

2099 GRAND STREET
ALAMEDA, CALIFORNIA 94501
FAX (510) 522-6198
(510) 521-1929

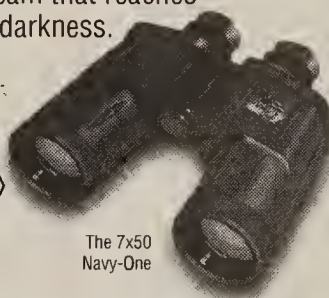
Night Vision



Landfall at night. The distant shore lights cast a "grey shadow" of diffused light over dark jetties, buoys and anchored boats; making them nearly invisible. The 7x50 NAVY-ONE is a new marine binocular, made to authentic U.S. Navy specs. It offers phenomenal brightness at night: Its SPARC optics feed reflected electromagnetic energy back into the light beam that reaches your eye, making objects visible out of apparent total darkness.

Make a night-time comparison with the Navy-One and the best marine binoculars.

You'll see finer detail with the Navy-One, at greater distances than with the most costly electronic night vision equipment. Day or Night, you'll see more with Navy-One.



The 7x50 Navy-One



PIONEER Research, Inc., 216 Haddon Avenue, Westmont, NJ 08108
(609) 854-2424, (800) 257-7742, FAX: (609) 858-8695

NAVY ONE DEALERS:

SVENDSEN'S BOAT WORKS

Alameda, CA
(415) 521-8454

BC NAVIGATION

Sausalito, CA
(415) 331-6513

THE CHANDLERY

Santa Barbara, CA
(805) 962-4421

SHIPS STORE INC.

Marina del Rey, CA
(213) 823-5574

OCEANVIEW INSTRUMENTS

Newport Beach, CA
(714) 646-3275

HONDA OUTBOARDS

- four cycle
- 2 thru 45 HP
- quietness & dependability
- fuel efficiency

Power In Tune With Nature
**HONDA
MARINE**



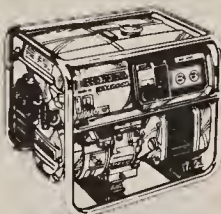
Always wear a personal flotation device while boating, and read your owner's manual.

SALES AND SERVICE • Quality Names You Can Trust

HONDA GENERATORS & PUMPS

- four cycle
- 350 thru 12,000 watt
- quietness & reliability

For optimum performance & safety, we recommend you read your owner's manual before operating your Honda power equipment.



**HONDA
Power
Equipment**

Financing available

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633 • (800) 700-7633
Open Tuesday thru Saturday



STANFORD UNIVERSITY SAILING PROGRAM

Vessels for sale:



1985 Dehler 34 auxiliary racing sloop. Built by Dehler GMBH (Germany). Sistership (shown above) to 3/4 Ton World Champion. Includes new mast and North mainsail, Raytheon and Brookes & Gatehouse instruments and plenty of sails. Yanmar 27 hp diesel engine. Ready to race and win.

ALSO AVAILABLE:

1974 MacGregor 24 with trailer. **SOLD**

1979 Boston Whaler 5.2 Harpoon Sailboat with trailer. Outstanding condition.

1974 Dufour 27 fully rigged singlehanded T.P. vet. Over \$60,000 invested.

1974 Balboa 26 auxiliary sloop. Includes Trail Rite tandem axle trailer.

1977 Catalina 25 auxiliary sloop. Incl. E-Z Loader tandem axle trailer. **SOLD**

1986 Boston Whaler 17' "Montauk" center console sport fisher. **SOLD**

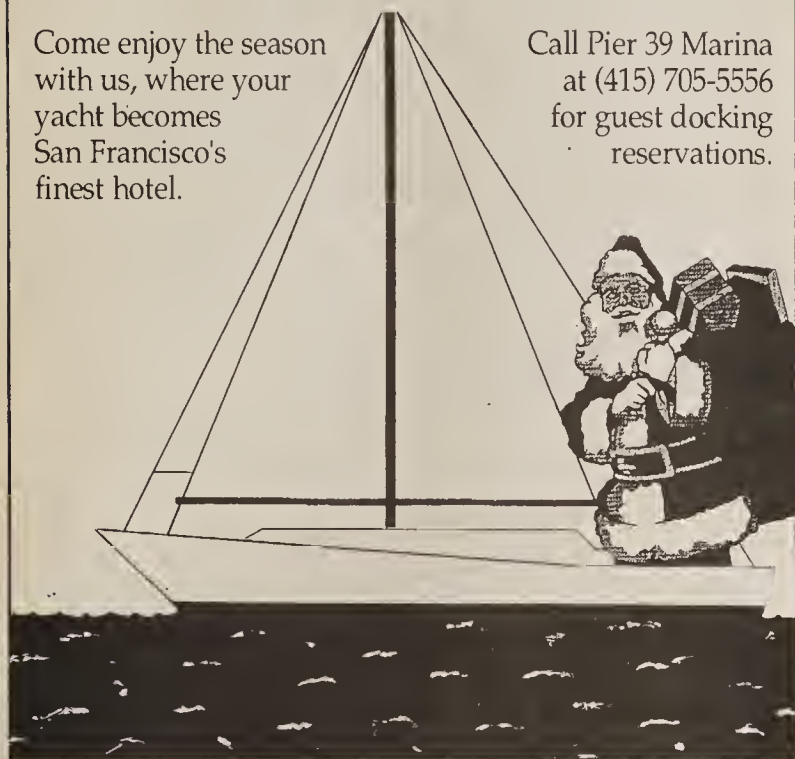
For more information, please contact
Stanford Sailing Office • (415) 723-2811

Happy Holidays from Pier 39 Marina!

The destination marina where you can combine your love of boating with the festivities of the holidays.

Come enjoy the season with us, where your yacht becomes San Francisco's finest hotel.

Call Pier 39 Marina
at (415) 705-5556
for guest docking
reservations.



McGINNIS INSURANCE

**THE EXPERT
THE EXPERTS
CHOOSE**

"the marine specialists since 1972"

**If You Don't Know Yacht Insurance,
Make Sure You Have An Agent Who Does.**

EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power & sail
- Specialists in worldwide cruising

(510) 284-4433 • (800) 486-4008

Fax (510) 284-1266

McGinnis Insurance Services, Inc.

936 Dewing Ave., Ste F • Lafayette, CA 94549



WHALE POINT
MARINE SUPPLY COMPANY

X-MAS SPECIALS

Clocks & Barometers



	List	NOW
Howard Miller Striking Clock	\$265	\$189*
Barometer	\$199	\$129*
Baro. & Thermo	\$225	\$129*
Seth Thomas 5 1/2" Quartz Clock	\$89.95	\$69.95*
5 1/2" Barometer	\$94.95	\$79.95*
Hye 3" Quartz Clock	\$62.00	\$44.95*
3" Barometer	\$74.00	\$54.95*

Suspenders Inflatable Vest



	List	NOW
Auto Inflator	\$239.95	\$159.95
Manual Inflator	\$201.95	\$139.95
Vest only - Auto	\$189.95	\$119.95
Vest only - Manual	\$149.95	\$99.95
Harness only	\$59.95	\$49.95

EVINRUDE Outboard Engines

SHORT SHAFT & ROPE START	
2hp.	\$691 NOW \$550
3hp.	\$838 NOW \$695
4hp.	\$1088 NOW \$895
6hp.	\$1397 NOW \$1095
8hp.	\$1691 NOW \$1295
9.9hp.	\$1650 NOW \$1295
15hp.	\$1850

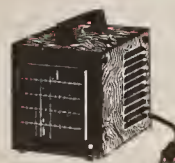
SHORT SHAFT & ELECTRIC START	
9.9hp.	\$2485 NOW \$1795*
15hp.	\$2647 NOW \$1895*

Achilles & OMC Inflatables



ACHILLES LS-4 • 8'6"	List \$1495 • NOW \$1150*
ACHILLES LT-3 • 8'2"	List \$1225 • NOW \$799*
OMC 260 • 8'6"	List \$925 • NOW \$699*

Air Care Big Heat Heaters



110V • Thermostat
2 settings: 1500 & 1200 watts
Fan for summer • Safety switch
NOW ONLY \$39.95

FORCE Barbeque



	List	NOW
Small BBQ Charcoal	\$140	\$99
Propane	\$195	\$149
Large BBQ Charcoal	\$190	\$139
Propane	\$275	\$195
Sea Kettle Propane	\$220	\$149

VHF Radios



Handheld SMR 9000 • 78 channels
List \$299 • NOW \$139.95
Uniden MC 625 • 64 ch. • All scan
List \$299 • NOW \$199.95

Orca Hats



Taslon nylon outer shell • Polar fleece lining • Great for sea or ski
Assorted colors • Sizes: S-XL
NOW ONLY \$19.95

* QUANTITY LIMITED TO STOCK ON HAND

64 Railroad Ave • Point Richmond

(510) 233-1988

Mon - Sat 9AM - 5 PM • Wed 9AM - 7 PM

Sun 10 AM - 4 PM • Closed on Thursday



**Looking for a Good,
Affordable Marina?**



OUR PRIME LOCATION INCLUDES:

- Close, Easy Access to the Bay
- Competitive Rates
- Over 500 Berths up to 60'
- Nighttime Security
- Free Pump-Out Station
- Yacht Brokerage on Site
- Clean Restrooms
- Guest Berthing
- Yacht Club on Site
- Power, Water, Phone & Dockbox at each Berth

FORTMAN MARINA
(510) 522-9080

1535 BUENA VISTA AVENUE
ALAMEDA, CA 94501

OYSTER POINT MARINA

SOUTH SAN FRANCISCO

NEWLY EXPANDED! IDEALLY LOCATED!
COME SEE FOR YOURSELF!

■ **MARINA SERVICES:**

BERTHING: 600 berths from 26-60 ft.

GUEST DOCK & BERTHING: Available at 30 cents per foot per night.

PARK/OPEN SPACE: Approximately 33 acres of park and open space with trails and promenades.

SWIMMING BEACH: 2.5 acres of beach.

FISHING PIER: A 300' concrete fishing pier.

LAUNCH RAMP: Two-lane concrete ramp with parking for 70 boat trailers and cars.

RESTROOMS AND HOT SHOWERS: Public restrooms and private restrooms with showers.

24-HOUR SECURITY

PUMP-OUT FACILITY: Located on the fuel dock.

• **SUMMIT MARINE SERVICES (415) 873-2500**

CHANDLERY • DRY STORAGE • HAUL OUT • BOAT REPAIR

FUEL DOCK: Both regular and diesel.

CANVAS SHOP: Custom and repair.

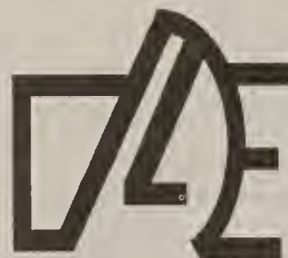
• **OYSTER POINT MARINA INN BED & BREAKFAST**

415/737-7633

• **OYSTER POINT YACHT CLUB**

415/873-5166

For information call 415/952-0808



**LEADING
EDGE
SAILS**

FULL SERVICE LOFT ON THE PENINSULA

QUICKEST TURNAROUND ON REPAIRS

**OFFERING THE FINEST IN
CUSTOM RACING AND CRUISING SAILS**

(415) 347-0795

Across Hwy 101 from Coyote Point
**1125 North Amphlett Blvd.,
San Mateo, CA 94401**



"Everyone Needs a Bigger Boat"

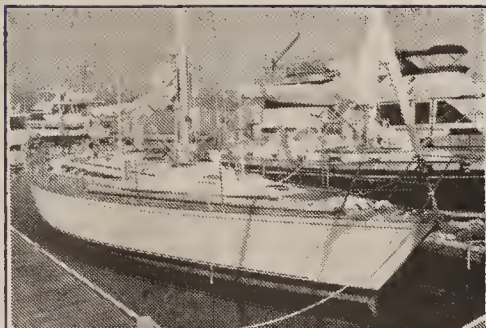
KENSINGTON YACHT & SHIP BROKERS

WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

TWO
CONVENIENT
LOCATIONS

EAST BAY
Fortman Marina,
1535 Buena Vista, Alameda
(510) 865-1777

45' BENETEAU 456,
1985.
Six sails and a ton of
electronics for
cruising
or racing.
Asking \$125,000.



45' JEANNEAU,
1984.
A fast, comfortable,
and clean
offshore cruiser.
Loaded.
Asking \$130,000.



35' RAFIKI, 1978.
Ready for passage making.
Asking \$56,900.



Buyers & Sellers
We reach a
worldwide market.



**FREE BERTHING AVAILABLE
AT OUR ALAMEDA SALES DOCK**



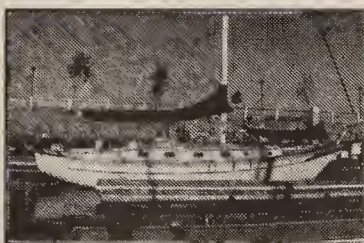
41' SCEPTRE PILOTHOUSE SLOOP,
1986. Canadian quality.
Fast cruiser, loaded.
Asking \$229,000.



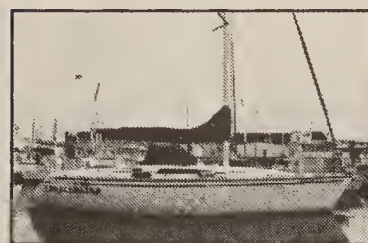
37' AMAZON, 1986.
Steel. Well known superior quality.
Beautifully maintained & equipped.
Asking \$145,000.



36' CHEOY LEE, 1985.
Pedrick design = style,
toughness and performance.
Asking \$59,000.



38' CABO RICO, 1982.
Rugged ocean cruiser, newly
refurbished.
Asking \$81,000.



37' HUNTER LEGEND, 1987.
Shows pride of ownership.
Asking \$69,900.

30' LANCER, '81 16,500
32' BENETEAU, '81 36,000
35' BRISTOL, '79 49,000
36' PEARSON 365 KETCH, '79 Offers

37' TAYANA CUTTER, '78 67,900
38' VAGABOND, '87 79,900
38' HINCKLEY, '70 Offers

40' C&C, '82 72,000
41' MORGAN O/I, '79 69,000
45' LAPWORTH, '56 39,000
57' RASMUSSEN KETCH, '25 58,000

EAST COAST AND EUROPEAN QUALITY YACHTS

37' AMAZON, '86 (Florida) 147,000
44' AMAZON Steel Cutter, '92 (Canada) ... 239,000
44' SWAN, '80 (Sweden) 215,000

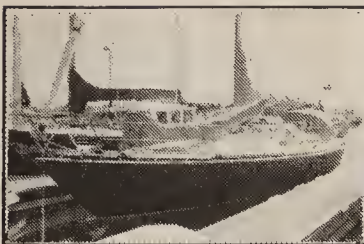
48' BALTIC, '88 (Germany) 235,000
48' C & C, '81 (Florida) 189,500



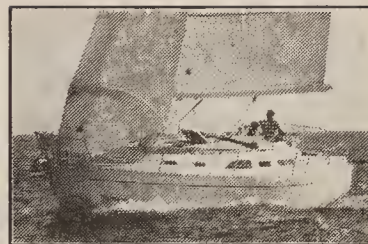
37' CUSTOM PILOTHOUSE SLOOP,
1985. Ruggedly but elegantly built and
equipped for ocean cruising.
Asking \$110,000.



40' (LOA) ENGLISH GAFF ketch,
1985. Traditional beauty in fiberglass.
Asking \$49,500.



39' C&C CUTTER, 1973.
Upgraded & loaded for long distance
cruising. Asking \$77,500.



36' FREEDOM, 1988.
Tri cabin; great sailing sloop. Clean.
Asking \$110,000.



First New England

A UNIT OF GE Capital

"For boat loans, call First New England first!"

Before you look for your next yacht, call on the experts that have over fifty years of financing and yachting experience.

Northern California

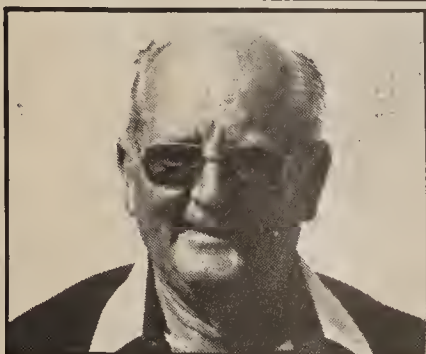
Tom Swearengen

(510) 614-0567 • (800) 233-6542

2000 Powell St., Suite 200, Emeryville, CA 94608



1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501



BILL GORMAN YACHTS

(510) 865-6151

FAX (510) 865-1220

Adam Sadeg Jack Meagher



Jim & Pamela Byrne
S-2 9.2C
"Pelagic"

Leo & Cornelia Himmelsbach
Aloha 32'
"Innisfree"

David Beyer
Hunter 33'
"Rumblefish"

Wally & Val Leppanen
O'Day 322
"Serenity II"

Dennis & Paula Bertaud
Ericson 32'
"Wind Wizard"

Al & Elisa Boyden
Alden 32'
"Calliope"

Steve Wall
Pearson 365
"Sea Eagle"

Rob & Peggy Ruedi
Jeanneau 44'
"Circe"

Tom Plesha
C & C 40'
"Star Chaser"

Len Jackson
Catalina 30'
"Solitude"

Davis & Pat Warrender
Columbia 10.7
"Raven"

Jim & Sandy Dore
Islander 34'
"Rapport"

Alexander Voller
Golden Star 34'
"Cetus"

Dick Wood
CHB 42'
"Sea Pearl"

Bruce Lindemann
Grand Banks 32'

Tim Smith
Islander 36'
"Moonlight"

Gary Salvo
Islander 36'
"Ophira"

Richard & Lenora Clark
Bayliner 32'
"Ambiance"

Richard & Margaret Davis
Islander 36'
"Silver Shadow"

The Hartmans
Hans Christian 34'
"Zea Meister"

Hubie Laugharan
Freedom 33'
"Realite"

Roger Milligan & Larry Terzian
Islander 36'

Barbara Nicholson
Terry McPhearson
Scylla 36'
"Perfect Thirty Six"

Duncan May & Joan Katis
Columbia 9.6
"Interlude"

Tony & Roberta Wiseman
Moody 41'
"Blue Moon"

Paul Flett
Tollycraft 48'

Steve & Lakenna Groves
Islander 28'
"Loan Shark"

James & Janet Anderson
Islander Bahama 30'
"Bernina"

Gene & Linda Ross
Islander 36'
"Respite"

Paul Yokum
O'Day 39'
"Options"

Happy Holidays
to all those we have served
in 1993
and years past.

To all those who will buy
their boat from
Bill Gorman Yachts in 1994,
Happy New Year!

BAY & COASTAL CRUISERS

28	TARTAN	26,000
32	GULF PH	42,500
33	ENDEAVOUR	45,900
33	RANGER	25,000
34	HUNTER	39,000
34	CATALINA	54,000
35	BRISTOL	57,000
40	C&C	72,500

OPEN BOAT WEEKEND DECEMBER 11 & 12

(weather permitting)

10 AM to 4 PM

LIVEABOARD CRUISERS

33	HANS CHRISTIAN	86,500
34	TARTAN	75,000
37	ENDEAVOUR	59,500
38	MORGAN MoonShadow	54,500
39	ERICSON...flush deck	35,000
43	LANCER CC	72,000
44	NORDIC	144,900
45	LIBERTY 458	184,000
50	FORCE 50	142,900

If you've got a classic boat, come see us.

We've got all the fine old tools and the people who still really know how to use them — and we've got all the newest stuff, too, and we know how and when to use it and when **not** to use it.

We believe the only way to get to be the oldest boat yard on the West Coast is to be the best. Year after year after year.

If your boat has a real problem no one else has been able to fix, come see us.

If you've got a *big* boat, come see us, and our 500 ton marine railway.

And especially come see us if you've just got a boat you love dearly, any kind of boat, and want to take her where she'll get the treatment she deserves.

STONE BOAT YARD



EST. 1853

2517 Blanding Ave.
Alameda, CA 94501
(510) 523-3030

DIESEL FUEL FILTERING



Purify Diesel Fuel & Clean Tanks

Process scrubs; polishes; removes algae, dirt, rust and water from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair and down time.

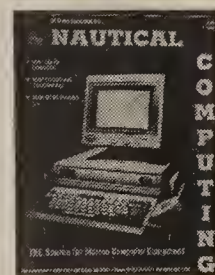
Your berth or boat yard (510) 521-6797

Marine Computer Stuff!

THE SOURCE for Sea PC watertight computers and over 50 marine software programs for IBM and Mac, including Electronic Charting; HF and Satellite-Direct Weatherfax; Inventory and Maintenance; Simulators; and much, much more!

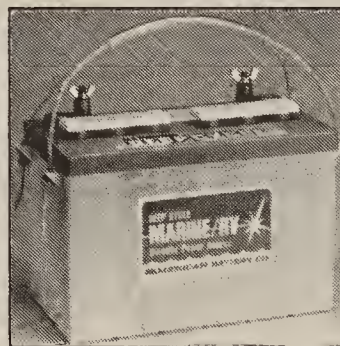


DF Crane Associates Inc.
PO Box 87531
San Diego, CA 92138-7531
(619) 233-0223 (Voice)
(619) 233-1280 (Fax)



Free Catalog!

HEAVY DUTY DEEP CYCLE MARINE BATTERIES

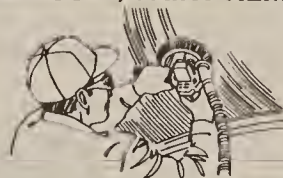


Available at the following local marine chandleries and service distributors:

Bay, Ship & Yacht, Richmond
Nautilus Marine, Isleton
Mariner Boat Works, Alameda
Neville Marine Electric, Alameda
Svendsen's Chandlerly, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Boater's Friend, Berkeley
Bay Yacht Service, Alameda
Altamarine Electronics, Alameda

AMERICAN BATTERY
Hayward, CA (510) 881-5122

GELCOAT/PAINT REMOVAL and SANDING TOOLS

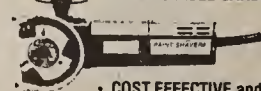


THE AMAZING NEW
PATENTED
MARINE SHAVER™

S344 SANDER VAC

• DUST-FREE
SANDING
• HI-TECH IN
YOUR HAND!
• LIGHTWEIGHT

• STRIPS 1 SQ. FT. in 15 SEC.
• WEIGHS APPROX. 4½ LBS.
• NO HEAT BUILD UP.
• REPLACEABLE CARBIDE BLADES.



• COST EFFECTIVE and EFFICIENT.
• ADJUSTABLE DEPTH of CUT.

DUST COLLECTOR ACCESSORY AVAILABLE

AMERICAN INTERNATIONAL TOOL INDUSTRIES, INC.
1116-B Park Avenue • Cranston, Rhode Island 02910
(401) 942-7855 • 1-800-932-5872

PACIFIC COAST CANVAS



1983-1993

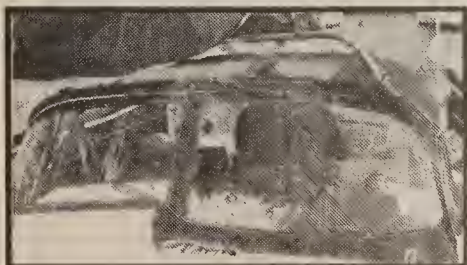
Quality • Service • Design
~ Happy Holidays ~

2025 CLEMENT AVENUE
ALAMEDA, CA 94501

(510) 521-1829

SAIL

- Dodgers that blend strength and grace.
- Racing sheet bag organizers.
- Comfortable waterproof cockpit and cabin cushions.
- Quick release foredeck jib bags.
- Special binnacle and mainsail covers.
- Gortex and Lexan options.



CRUISING

- New liveaboard mattresses.
- Solar panel implants.
- Sailing awnings with water collectors and mosquito netting.
- Hatch ventilators and screens.
- Sailing hammocks.
- Cockpit weather cloths with map pockets and side windows.
- Locker organizers and tool rolls.

• 10% WINTER DISCOUNT •
with all orders

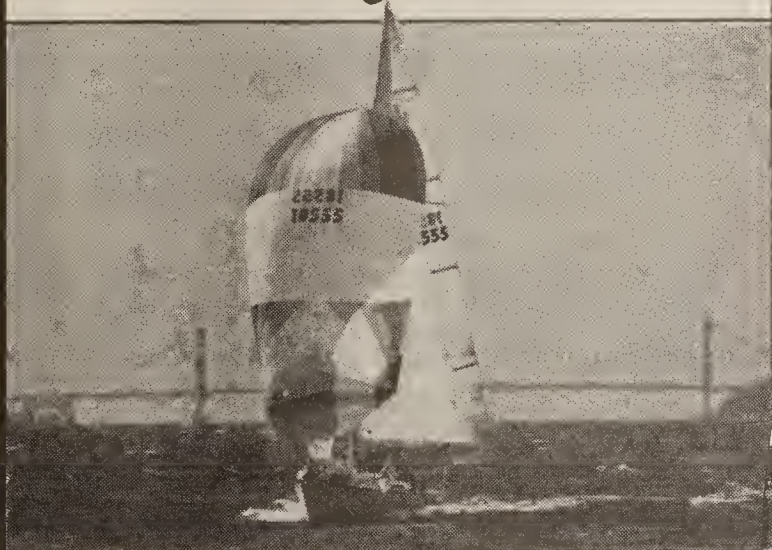


POWER

- Bimini tops and enclosures built to look good and last.
- Exterior Olefin carpeting.
- Delta screens and covers.
- Distinct flybridge cushions.
- Trailerable full boat covers.
- Largest fabric selection.



Berkeley Marina



Gateway to the Golden Gate

Location • Location • Location

Choice berths available

Easy I-80 Access • Beautiful Park Setting

Berkeley Marina

201 University Ave., Berkeley, CA 94710

(510) 644-6376

...BOTTOM CLEANING
...BOAT WASHING
on a
REGULAR BASIS



Westwind
Complete Yacht Care

Call now for the care your yacht deserves

(415) 661-2205

Offer Expires 12/31/93

VISIONS OF CHRISTMAS

L I G H T E D Y A C H T P A R A D E

**STARTS
6 PM**

PRIZES!

**SATURDAY
DECEMBER
17TH**

**SLEEP
SOUNDLY AT
THE SAN
LEANDRO
MARINA INN**

A Holiday Event for
the Whole Family
in the South Bay's
Friendliest Family Marina.

*Come for The Parade
and Enjoy...*

- FREE GUEST BERTHING
- OUR THREE FABULOUS RESTAURANTS
- THE NEWEST DOCKS ON THE BAY
- OUR PARK & GOLF COURSE

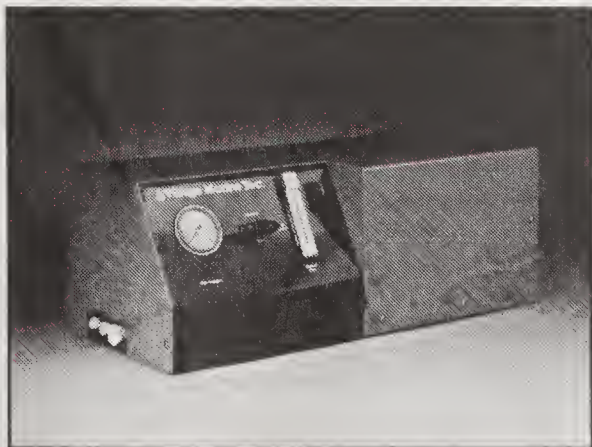
*Enjoy the festivities and
See all San Leandro Marina has to offer.*

GAS & DIESEL DISCOUNTS STILL IN EFFECT!

SAN LEANDRO MARINA
1-800-559-SAIL

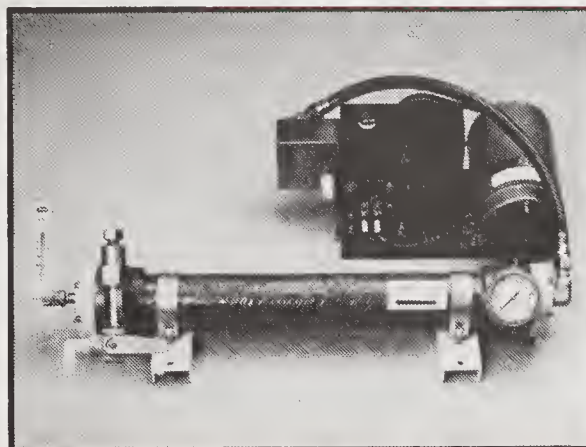
The Little Wonder

A Real 12V Watermaker



Compact version

- Lowest power consumption of any 12v watermaker



Modular version

- 6.25 gallons per hour
- Unlimited Freshwater

A Great Value at Only \$2,995!

ALAMEDA
2051 GRAND STREET
(510) 865-3777

JOHNSONHICKS
Marine Electronics

SANTA CRUZ
333 "C" LAKE AVENUE
(408) 475-3383

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

Outstanding Anti-Fouling Protection That's Easy On The Environment And Easy On You!

It doesn't matter how easy to use, easy to maintain, or environmentally safe a bottom paint is if it doesn't work! That's what sets Woolsey NEPTUNE II above all other anti-foulants of its kind—besides being the safest, easiest-handling waterbased bottom paint on the market, it's also the most effective with a powerful self-polishing, copper-rich biocide that provides maximum protection against all types of fouling organisms, including the tenacious Zebra Mussel.

NEPTUNE II can be easily applied directly over any existing bottom paint (as long as it's in good condition) and subsequent applications do not require additional sanding. There are no toxic solvents or vapors to breathe and clean-up is a snap using plain water. Since NEPTUNE II doesn't oxidize, all you do is hose it down after haul-out, then when you're ready to re-launch, hose it down again... that's all there is to it!

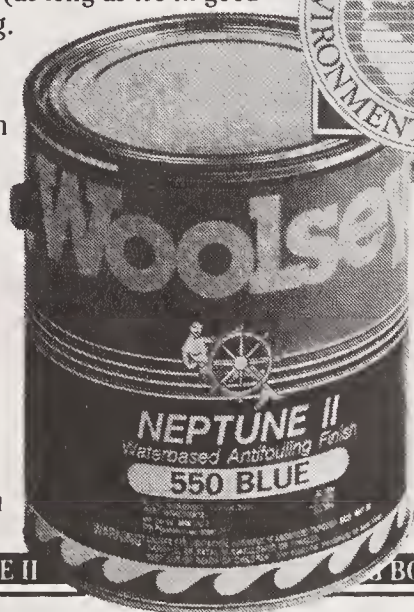
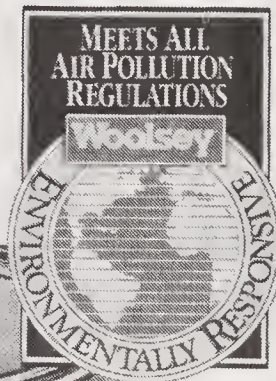
When it's time to re-finish your bottom, do it the safer, easier, more effective way with NEPTUNE II, available in three popular colors (red, blue and black) at your local marine paint dealer.

Woolsey/Z*SPAR®

The Winning Combination

Available at chandleries everywhere. Or contact:
Western Marine Marketing (415) 459-4222 • Fax 453-7639

Also available from Woolsey/Z*SPAR: Captain's Waterbased Polyurethane Varnish; Captain's Waterbased Satin Varnish; Aquabrite Waterbased Topside Finish (white only); Aquabrite Waterbased Undercoater.



NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

DECK THE HULLS



WITH STARBUCK CANVAS

ORDER NOW FOR CHRISTMAS

300 INDUSTRIAL CENTER BUILDING
HARBOR DRIVE
SAUSALITO, CA 94965
(415) 332-2509

SIMPLY IRRESISTIBLE...



Come Join Us
for the 1993-94
California Regatta
Series and Experience
The VANGUARD 15



EVENTS

December 11 & 12
Fleet Race
St. Francis Yacht Club

Bay Area contact:
STEVE KIRKPATRICK
(415) 221-5207

January - TBA
Team Racing
Stanford

So. California contact:
MARTIN ELLIOT
(714) 723-1374

SIMPLE, FAST AND FUN.

Vanguard Racing Sailboats
16 Peckham Drive • Bristol, RI 02809
(401) 254-0960

CALENDAR

Nonrace

Dec. 3 — "15 Trailerable Sailboats Cruise the San Juans and Gulf Islands," a free slide show by Jack and Carolee Roach of the Sierra Sail & Trail Club. Stockdale Marine Theatre (Sacramento); 7:30 p.m.; Ryan, (916) 332-0775.

Dec. 3-24 — Caroling on Lake Merritt aboard the *Merritt Queen*. Deck the halls! Call the Sailboat House at (510) 444-3807 for details.

Dec. 4 — Lighted Boat Parade and Landlubbers Party on the Oakland/Alameda Estuary off Jack London Square. Starts at 4:30 p.m.; hosted by the Port of Oakland, the Oakland Chamber of Commerce and the Classic Yacht Association. Info, (510) 834-4591.

Dec. 4 — Sausalito Annual Lighted Boat Parade, 6 p.m. Contact the Sausalito Chamber of Commerce for the lowdown at 331-7262.

Dec. 4, 1872 — The hermaphrodite brigantine *Mary Celeste* was discovered abandoned in the Eastern Atlantic by the brig *Dei Gratia*, touching off one of the longest-running 'unsolved mysteries' in maritime history. When first spotted, *Celeste* was limping along under reefed sails in light air; apparently her crew had prematurely taken to a lifeboat during a storm nine days earlier. Theories abound on what had happened to Captain Benjamin Briggs, his wife, two-year-old daughter and seven other crewmen. Was it foul play? A collision with a giant squid? A minor explosion of alcohol (nine of the casks were empty)? Was the boat hit by a waterspout? Was Briggs in cahoots with his rescuers for the salvage money? No satisfactory explanation of the crew's sudden disappearance has ever been settled upon.

Mary Celeste was sailed into Gibraltar, fixed up slightly and put back in service. A jinxed ship, she spent the next 13 years under 17 different owners, none of whom were able to make her pay her way. Ultimately, her last owner purposely totalled her on a reef off Haiti as part of an insurance scam.

Dec. 5 — Whitbread Race, Leg One, on ESPN at 2:30 p.m. PST. Each of the six legs will be covered in a half-hour episode. Additionally, there will be two one-hour shows — live coverage of the start of Leg Six from Ft. Lauderdale on May 21 and a wrap-up of the entire race next December. ESPN, (203) 585-2000.

Dec. 7 — "First Time Around the World," a free slide show and talk by multihull sailor Don Sandstrom at 7 p.m. Lee Sail Loft (Alameda), (510) 523-9011.

Dec. 8 — Singlehanded TransPac Seminar #3: Self Steering, Emergency Steering and Diesel Engines. Speakers include Dan Newland and Gordy Nash. Oakland YC; 7:30 p.m.; informative and free. Dan Benjamin, (510) 423-1339.

Dec. 11 — Santana 22 Association Christmas Party, Trophy Presentation and Annual Meeting. Erik Menzel, (510) 525-9024.

Dec. 11 — San Leandro Lighted Boat Parade. Details, San Leandro Marina, (800) 559-SAIL.

Dec. 11 — Petaluma Lighted Boat Parade, presented by Lakeville YC in the Petaluma Turning Basin. Tom Griffith, 883-7526.

Dec. 12, 1866 — *Champion of the Seas*, one of Donald MacKay's most famous clipper ships, set the day's record for a cargo-carrying sailing vessel — 465 miles, a 19.375 knot average! Eat your hearts out, Chris Dickson and Grant Dalton!

Dec. 18 — Hans Christian Owners Association Annual Christmas Party at Island YC; Peggy Jensen, (510) 490-6213.

Dec. 18 — Holiday Open House at the Bay Model in Sausalito, 10 a.m. to 3 p.m. Enjoy free holiday goodies while doing last minute Christmas shopping in the bookstore. Info, 332-3871.

Dec. 21 — Winter Solstice, the finest pagan holiday.

Dec. 25 — Lots of famous people were born on this day: Humphrey Bogart (1899), Isaac Newton (1642), Carlos Castaneda (1931), Clara Barton (1821), Little Richard (1932), Sissy Spacek (1949) and Jesus Christ (0000).

Dec. 28 — Full moon.

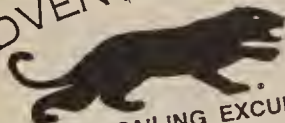
Dec. 29 — West Marine Pacific Cup Northwest Get-Together, held at Ray's Boathouse Bar in Seattle beginning at 5:30 p.m. Veterans of past Pac Cups and anyone interested in the '94 event (see

SPINNAKER SAILING

San Francisco's Sailing Center
(415) 543-7333

Lessons • Rentals • Charters • Sailing Club
Home of "The Brigantine RENDEZVOUS"

ADVENTURE CAT



SCHEDULED SAILING EXCURSIONS
COMFORTABLE—FAST—FUN

PRIVATE PARTIES—SUNSET CRUISES
(800)498-4228 OR (415)777-1630

South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal sailing weather
- Walk to downtown, cable cars & Bart
- 500' guest dock, visitors welcome
- Showers, restaurants, dock carts, ice
- No surge, concrete docks, phone hook-ups
- 24 hour security, locked gates
- Secure permit parking for berth renters

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911



NEW SAILS - ALL BOATS SAIL REPAIRS, RECUTS CANVAS WORK



Dealer for:
Musto Weather Gear
ATN Spinnaker Sock
SPINNAKER SHOP
921 E. CHARLESTON
PALO ALTO, CA 94303
(over West Marine Products)
415 858.1544



HEAT FOR YOUR BOAT!

ESPAR DIESEL HEATING SYSTEMS

Seven thermostatically controlled heating models available, providing the ultimate in comfort and efficiency.



STATE OF THE ART
INVERTERS



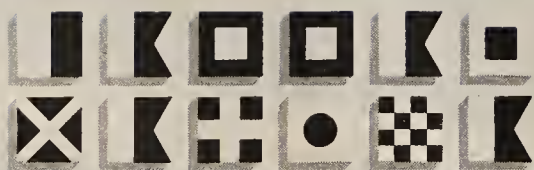
EDINGER MARINE SERVICE

SAUSALITO

ALAMEDA

399 Harbor Dr., 94966
(415) 332-3780

In Grand Marina Boat Yard
(510) 522-4677



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete
Dock System

Well Maintained
Facilities

Beautiful
Surroundings

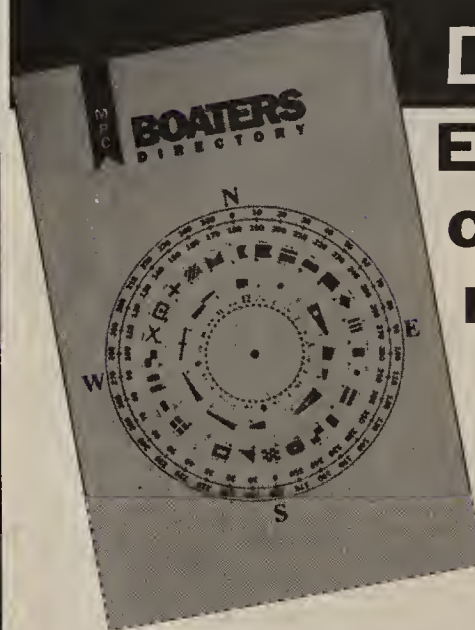
- DEEP WATER BERTHS:
BASIN AND CHANNEL
DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND
TOILET FACILITIES
- WITHIN WALKING DISTANCE:
MARKET/DELI
LAUNDROMAT • RESTAURANT
- AT EACH BERTH:
LARGE STORAGE BOX
METERED ELECTRICITY
PHONE HOOK-UPS • WATER



Kappa Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510

The MPC Boaters Directory

Every
captain
needs
a first
mate.



The National
Marine Specific
Yellow Pages and
Reference Guide

Look for this free publication in Marine stores everywhere or send \$3.95 for shipping and handling to:
1539 Monrovia Ave., Suite 13, Newport Beach, CA. 92663

M
P
C

1-800-76-YACHT

For Advertising information and deadlines call 1-800-769-2248

BOATERS DIRECTORY MARKET AREAS

So. California
No. California
West Florida
Great Lakes

East Florida
Mexican Gulf
No. & So. Carolina
Massachusetts

New York
Chesapeake Bay
New Jersey
Texas

1993 Marine Publication Company

Eleven thousand kilometers, eight time zones and enough adventure to fill a lifetime.

In early June, 1994, racing and cruising sailors from all over the world will converge on Osaka, Japan, from five starting points — Marina del Rey, California; Brisbane, Australia; Shanghai, China; Pusan, Korea; and Vladivostok, Russia — in the first-ever Pan-Pacific Yacht Race.

To join this elite group of sailors, you need a boat and crew, experience and desire, a Notice of Race and an entry application.



The Pan-Pacific Yacht Race combines all the best elements of great sailing: a challenging ocean crossing, world class racing, international competition, and spectacular social events.

And to sweeten it all, there's a completion

bonus for every boat finishing the Race within the Time Limit.*

From the USA, the completion bonus is one million yen — approximately, \$10,000!

The Pan-Pacific Yacht Race

The Pan-Pacific Yacht Race commemorates the opening of the offshore Kansai International Airport and is sponsored by the Osaka Prefectural Government and the Pan-Pacific Yacht Race Organizing Committee of the Nippon Ocean Racing Club. The Race is governed by Special Rules and Sailing Instructions applying to this Race, the International Yacht Racing Rules (IYRR) 1989-92 and the Offshore Racing Council (ORC) Special Regulations governing offshore racing 1992.

All entries must be monohulled yachts with a crew of two or more persons of at least 18 years of age. There will be no handicapping, and boats will enter in one of

three classes: **A** (16-20 m. LOA), **B** (14-16 m. LOA) and **C** (12-14 m. LOA). USA Race Start is organized by California Yacht Club in Marina del Rey.

Enter now to ensure your participation in this outstanding international sailing event. Final entry deadline is January 31st. For an application and Notice of Race, contact Martin McCarthy, Executive Director of the Marina del Rey Chamber of Commerce, at 310/821-0555 or fax to 310/823-0461.

*Time Limit: Any entry that is not able to finish the race within four weeks from the time that the first yacht in each class crosses the finish line shall be disqualified. *Course Rules II, A-3.*

U.S.A. Race Start: April 24, 1994.

MARINE REFRIGERATION SERVICE SEMINARS

1. Environment: The Law and You
2. Refrigeration: How it works
3. What kind of refrigeration is right for me?
4. Building or improving an icebox
5. Installing and servicing your own system

Date: Saturday, January 8

Place: Jack London Square



Marine Refrigeration

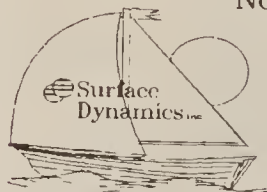
TECHNAUTICS INC

Sponsored by:

Northern California's
Technautics Dealer

Surface Dynamics, Inc.
Alameda, CA

(510) 814-7343 Phone/Fax



"Tedrick-Higbee says we're covered."

TEDRICK-HIGBEE

INSURANCE SERVICE

*The name to remember
for insurance.*

800-647-2025

CALENDAR

Race Notes for the up-to-the-moment entry list) should belly up to the Bar. Jim Quanci (commodore), Mary Lovely (old salt) and Ned Flohr (commodore of vice) will be on hand to answer your questions. Call the latter for further info at (206) 284-6019.

Jan. 1 — New Year's Day. Resolve to make this the best year of your life! *"Whatever you can do or dream you can do, begin it. Boldness has genius, power and magic in it."* — Johann Wolfgang von Goethe.

Jan. 8 — Hans Christian Owners Association General Meeting, 10 a.m. at Grand Marina. Joe or Sandi Tynik, (510) 523-0775.

Jan. 9 — Whitbread Race, Leg Two on ESPN. Probably at 10:30 a.m. PST, but check local listings.

Jan. 11 — An Evening with Dr. Kent Benedict, presented by West Marine and Ocean Voyages. Benedict, a collaborator on the book *When There is No Doctor*, will speak on prevention and treatment of those 'bad things' that can happen 'out there'. \$20; 7-9:30 p.m. at the EMT Training Center in Santa Cruz. Details, (415) 332-4681.

Jan. 11-13 — "Boating Clean and Green," a seminar by Whitbread vet/sled sailor/author John Jourdan. Held at the following West Marine stores from 7-8:30 p.m.: Sausalito (1/11), Oakland (1/12) and Santa Cruz (1/13). Admission is \$5; advance purchase recommended. Call your nearest West Marine store for details.

Jan. 14-23 — San Francisco Sports and Boat Show at the Cow Palace, now in its 52nd year. Particulars next month. Info, 931-2500.

Jan. 18 — Dr. Kent Benedict again, this time at Sausalito YC. See January 11.

Jan. 25-27 — "Rigs and Rigging," a seminar with rigger/author Brion Toss. Held at the following West Marine locations: Sausalito (1/25), Oakland (1/26) and Santa Cruz (1/27). Same drill as on January 11-13.

Feb. 5 — Sail a Small Boat Day at Richmond YC, sponsored by SBRA. A great opportunity — details to follow.

Feb. 5-13 — ASAP (American Sail Advancement Program) Sail Expo '94 at Atlantic City, NJ. In case you find yourself back East, you should attend what Buddy Melges calls "the best sailboat show in America." Info, (617) 536-1100.

Racing

Dec. 4 — Perry Cup Series on Monterey Bay for Mercurys, races 5 and 6. Monterey Peninsula YC; Jack McAleer, (408) 624-2481.

Dec. 11-12 — Vanguard 15 Collegiate-Style Regatta at St. Francis YC, followed by a '70s dance party (bellbottoms, polyester and huge lapels a must). Boats available for charter through the manufacturers, or just show up for a test sail. Call fleet captain Steve Kirkpatrick for details at 221-5207.

Jan. 9 — Whitbread Race, Leg Three: 3,272 miles from Fremantle to Auckland. A sprint race compared to the other five legs; last time three boats hit whales.

Jan. 16-21 — Yachting Key West Race Week. Over 120 boats will battle it out in IMS, PHRF and one design classes (including the debut of the Mumm 36 class). Stiff breezes, beautiful Florida sunshine and great parties! Info, (212) 779-5085.

Jan. 22-23 — Dead of Winter E Scow Regatta at Soda Bay (Clear Lake). Bruce Klinefetter, (707) 279-1918.

Jan. 22 — SSS Three Bridge Fiasco, the most popular race on the Bay (191 boats last year!). Pat Zajac, (510) 232-9965.

Feb. 17-18 — Manzanillo Race, the longest of the Mexican races. San Diego YC; Irmgard Ryan, (619) 222-1103.

Feb. 28-Mar. 5 — MEXORC. Casual buoy racing out of Manzanillo's chic Las Hadas Resort. See above.

Apr. 16 — Lightship Race. Other ocean races in OYRA's first half are the Duxship (5/8), Ong Triangle (5/21) and the Farallones (6/11). It's closer than you think! YRA, 771-9500.

Midwinter Race Series

BERKELEY YC — Chowder Races (12/26, 1/29, 2/26). Paul

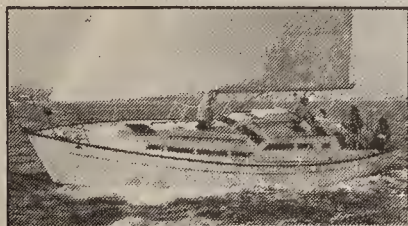
Cityyachts

San Francisco's Yacht Broker Since 1969

SAIL

29' J-Boat	19,500
30' Yamaha	25,000
32' Coronado	21,000
34' Cal	26,000
34' 11:Metre	42,500
34' 11:Metre	39,500
35' Santana	35,000
36' Lancer	38,500
36' Freedom	120,000
37' Grand Soleil	84,000
37' Express	98,000
38' Hood	139,000
39' Fairweather Mnr	139,000
39' C & C	77,500
40' Tripp	189,500
40' Frers	50,000
41' Sceptre	239,000
42' Golden Wave	107,000
42' Custom Yawl	79,000
44' Tanton	158,000
44' Peterson	68,000
45' Custom S&S	119,000
46' Frers	125,000
46' Island Trader	120,000
50' Custom	69,500

39 FAIRWEATHER \$136,500 (sistership)



42' GOLDEN WAVE \$107,000



POWER

30' Cruiser, Inc.	48,000
32' Uniflite	39,900
33' Egg Harbor	80,000
33' Trojan	79,500
35' Bertram	98,500
37' Hatteras	127,000
38' Hunter	22,000
38' Bayliner	94,500
44' BestWays	159,500
45' Chris Craft	89,900
49' Albin Trawler	145,000
53' Hatteras	330,000
55' Chris Craft	119,000
60' Motor Yacht	285,000
62' Halverson	285,000

10 MARINA BLVD. • SAN FRANCISCO, CA 94123 • PHONE (415) 567-8880 • FAX (415) 567-6725

Christmas Specials



CLOCKS

&



BAROMETERS

Polished & Lacquered Solid Brass • Beveled Glass Crystal - 3/4" Dial
\$99.95 each

Large Selection of Other Styles

MARINE ANTIQUES FOR THE YACHTSMAN

Sextants • Binoculars • Flags

Great Selection of Cruising Guides & Nautical Books

Gift Certificates for the Holidays

Order by Phone • We Ship Worldwide

VISA • MASTERCARD • AMERICAN EXPRESS

New Navigation Classes Starting in January

BC NAVIGATION CENTER

475 GATE 5 ROAD
SAUSALITO, CA 94965

(415) 331-6513
Fax 331-3641

For years the Holiday Tree atop Mt. Livermore on Angel Island has been a Bay Area tradition.

You can play an active role in continuing this tradition by "adopting" one of the Tree's sparkling lights.

Your tax deductible gift will support the volunteer activities of the Angel Island Association which is dedicated year round to enhancing the public's enjoyment of their Jewel in the Bay.

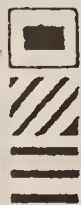
The bulb you adopt at Christmas will shed "light" all through the year.



Check One:	Holiday Light	\$25	<input type="checkbox"/>
	Angel	\$50	<input type="checkbox"/>
	Guardian Angel	\$100	<input type="checkbox"/>
	Archangel	\$250	<input type="checkbox"/>
	Seraphim	\$500	<input type="checkbox"/>
	Other	\$_____	<input type="checkbox"/>



Angel Island Association
P.O. Box 866
Tiburon, CA 94920



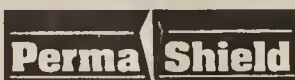
MARINER BOAT YARD

"Where Service Has Meaning"



"Our High Standards,
Quality and Workmanship
Make Your Boat Fun and Safe to Use."

Featuring



Long, long lasting ~ Environmentally compatible ~ Inhibits blisters



TRINIDAD

Rated "Superior" by Practical Sailor

FREE HULL WAX

with any bottom job
December 1993

Call Now!

(510) 521-6100

1-800-65-MARINE

Pete Van Inwegen ~ Manager

COME SEE US!

2415 Mariner Square Drive,
Alameda, CA 94501

CALENDAR

Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Midwinters (12/11-12, 1/8-9, 2/12-13). Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Midwinters (1/15-16, 2/19-20). Colin Gilboy, 331-8379.

COYOTE POINT YC — Winter Series (12/4, 1/2, 2/5, 3/5). Bill Schwager, 592-4572.

ENCINAL YC — Jack Frost Series (12/18, 1/15, 2/19, 3/19). John Boyd, (510) 865-3381 (evenings).

GOLDEN GATE YC — Seaweed Soup Perpetual Trophy (12/4, 1/8, 2/5, make-up race on 3/5). Ed Welch, 851-3800.

LAKE MERRITT SC — Edna Robinson Memorial Midwinter Series (12/11, 1/9, 2/12, 3/13). John Hege, (510) 832-4162.

OAKLAND YC — "Brunch Series" (1/9, 2/6, 3/6). Oakland YC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters (12/5, 1/2, 2/6, 3/6). RYC, (510) 237-2821.

SAN FRANCISCO YC — Fall Series (12/18-19). Randy Ferguson, 986-1088 (work).

SANTA CRUZ YC — Midwinters (12/18, 1/15, 2/19, 3/19, make-up on 3/25). Mike Evans, (408) 476-5671.

SAUSALITO SC — Midwinters (1/28, 2/26, make-up race on 3/25). Pat Broderick, (707) 528-2109.

SAUSALITO YC — Midwinters (12/5, 1/9, 2/6, 3/6). Chuck Mellor, 331-2411.

SOUTH BEACH YC — 'IAOTIO' Series (every Saturday through 3/26). SBYC, 495-2295.

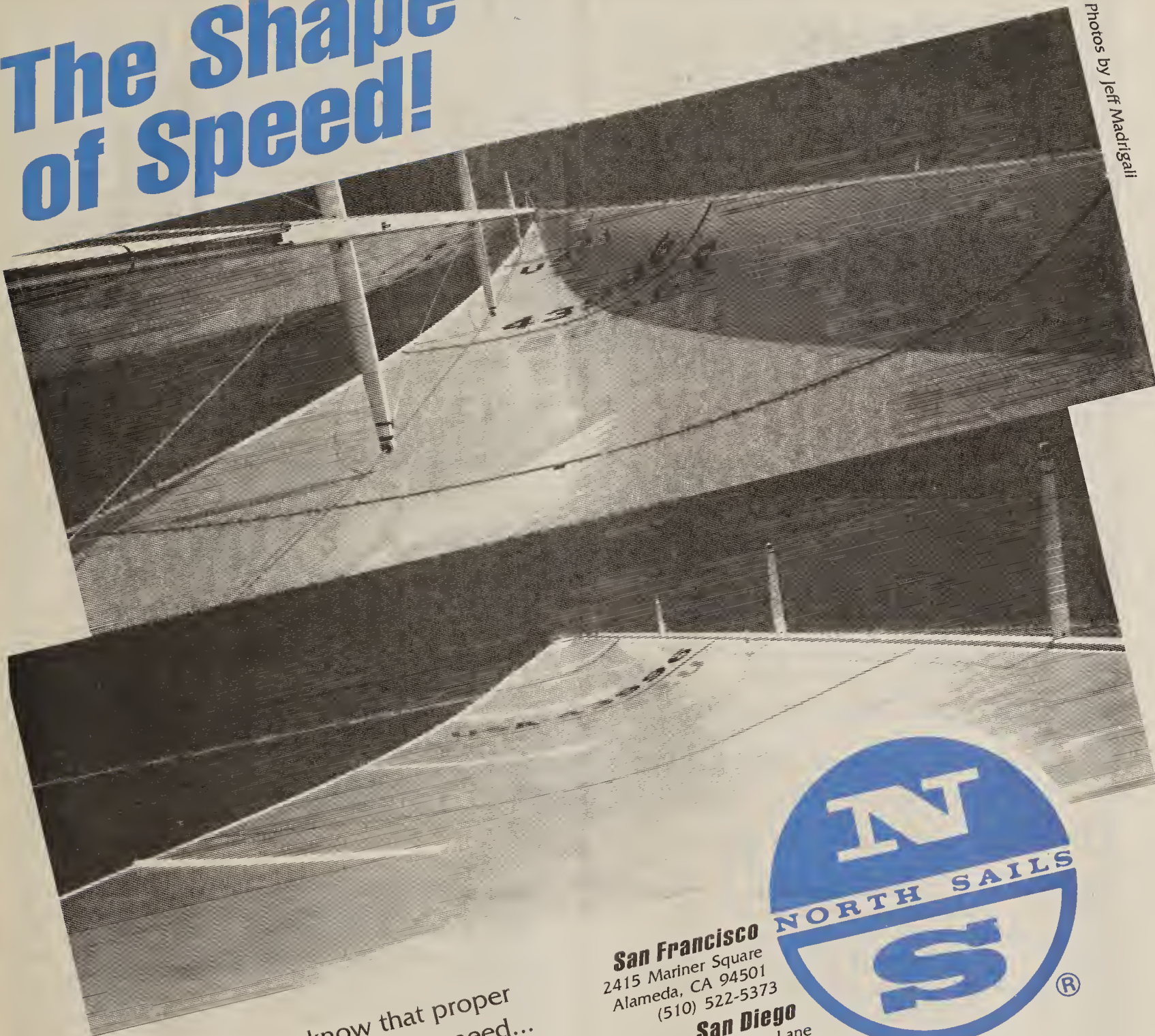
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

December Weekend Currents

date/day	slack	max	slack	max
12/04Sat	1103 2329	0149/3.4F 1346/2.0F	0523 1624	0743/2.5E 1949/4.0E
12/05Sun	1213	0238/3.4F 1449/2.0F	0608 1734	0834/2.8E 2046/3.6E
12/11Sat	1044	0148/2.5E 1404/5.6E	0457 1806	0751/3.2F 2112/4.3F
12/12Sun	0030 1133	0243/2.4E 1455/5.7E	0549 1855	0842/3.2F 2201/4.4F
12/18Sat	1121 2336	0156/3.3F 1354/2.0F	0515 1640	0737/2.4E 1942/3.5E
12/19Sun	1225	0242/3.0F 1457/1.8F	0559 1744	0828/2.5E 2031/2.9E
12/24Fri	0932 2306	0017/1.6E 1244/3.8E	0344 1657	0638/2.2F 2002/2.8F
12/25Sat	1013 2355	0110/1.6E 1329/4.2E	0430 1740	0723/2.3F 2045/3.1F
12/26Sun	1053	0158/1.7E 1411/4.5E	0512 1820	0803/2.4F 2126/3.3F
12/31Fri	0322 1423	0538/2.6E 1746/4.8E	0848 2131	1141/2.6F
01/01Sat	1140	0228/2.3F 1417/2.1F	0613 1708	0854/1.6E 2037/3.2E
01/02Sun	0019 1246	0306/2.4F 1514/1.9F	0652 1807	0943/1.8E 2129/2.9E

The Shape of Speed!

Photos by Jeff Madrigali



Successful racers know that proper sail shape is critical for boat speed...
...and boat speed wins races!

At North, we have built our reputation on the ability to design and produce sails that **have** and **hold** the fastest shape.

If your sails don't look this good, give us a call!

PHOTOS SHOW NORTH'S NEW "3DL"
(THREE DIMENSIONAL LAMINATE)
SEAMLESS SAILS.



San Francisco
2415 Mariner Square
Alameda, CA 94501
(510) 522-5373

San Diego
1111 Anchorage Lane
San Diego, CA 92106
(619) 224-2424

Huntington Beach
15221 Transistor Lane
Huntington Beach, CA 92649
(714) 898-1234

Marina Del Rey
13106 W. Washington Blvd.
Los Angeles, CA 90066
(310) 827-8888

Newport Beach
2000 Newport Blvd.
Costa Mesa, CA 92627
(714) 642-7238

Channel Islands
3615 Victoria Ave.
Oxnard, CA 93035
(805) 984-8100

SAVE 10% at *Richmond Boat Works*



BOTTOM LINE DISCOUNT OFFER!

Save 10% Off
of your Total Yard Bill

By Making Reservations for Your
December, January
and February Haulout.

Fill out this coupon and mail, or call to make your reservation.

I WISH TO RESERVE TIME IN THE MONTH
OF _____ AT YOUR 10% DISCOUNT OFFER.
I AM INTERESTED IN THE FOLLOWING WORK TO BE
COMPLETED ON MY BOAT:

- | | | | |
|---|-----------------------------------|--|-------------------------------------|
| <input type="checkbox"/> Keel | <input type="checkbox"/> Hull | <input type="checkbox"/> Deck | <input type="checkbox"/> Structural |
| <input type="checkbox"/> Rigging | <input type="checkbox"/> Hardware | <input type="checkbox"/> Engine | <input type="checkbox"/> Electrical |
| <input type="checkbox"/> Fuel System | | <input type="checkbox"/> Custom Painting | |
| <input type="checkbox"/> Reefing/Self-Furling | | | |
| <input type="checkbox"/> Other _____ | | | |

BOAT NAME _____

TYPE _____ LENGTH _____

NAME _____

ADDRESS _____

PHONE (____) _____

616 W. Cutting Blvd., Richmond, CA 94804
or call Mike at

(510) 232-5800

Fax (510) 232-5914

LETTERS

⇓⇓JOB OPENING, APPLY WITHIN

I think I've found a way to make some money and help you improve your publication. Based on your November issue, I have decided I need to teach a reading comprehension course specifically for *Latitude 38* editors. My reasoning comes from reading your comments in the *Sightings* section about the "Race to the Rising Sun" and comparing your interpretation of the facts with the ad for the same event that appeared on page 23.

I only hope you have not scared too many cruisers away. Or was that your real intent?

The two major errors are: 1) There will be three classes, not two. 2) Even more important, it is not necessary to finish the race within four weeks — which would have required an average of six knots and which certainly would have kept our Acapulco 40 out of the race. The truth of the matter is that you must finish within four weeks of the first finisher in your class to collect the substantial cash bonus. In our case, that means that the first boat in our class must average approximately six knots faster than us for us not to collect the bonus. We don't think that's going to happen.

I contacted Martin McCarthy and verified my information. When I told him about your commentary, I indicated I would try to have you correct your copy for the next issue. McCarthy was grateful, to say the least. I hope you are flooded with letters proving my assumption that the average reader's comprehension is somewhat above yours.

Having said that, I must also say I have come to dislike seeing a new issue of *Latitude 38* arriving at our marina, as I know that whatever I had planned for that weekend has gone down the tubes until I have taken the necessary two or more days to digest the contents of your delightful rag. There is an old cruiser's custom that helps ease the heartbreak of leaving good friends and moving on. You simply tell them, "I never liked you anyway." Well *Latitude 38*, I never liked you anyway.

P.S. How do I go about getting a subscription and would you be interested in sponsoring us in the first ever Pan-Pacific Yacht Race?

Ken Clark

Tikva

San Francisco

Ken — Depending on the different press releases you read for the Pan Pacific Race, the information could have been taken several ways. We took it the wrong way and screwed it up royally. We apologize to you and the sponsors. We must point out, however, that our error has allowed the event to gain additional publicity and hopefully a few more entries. (See *Sightings* for corrected info.)

As for sponsoring your vessel, we'd love to. Unfortunately, we can't.

⇓⇓FOUR TYPES OF SHOUTING

In response to Connie Skoog's letter, here are some 'Skoogie thoughts':

You sound neither angry nor naive, just unclear on some concepts.

"How come there is so much shouting?" you ask. A good question. Let us not, however, believe other sports do not have shouting. There just aren't as many female linepersons to hear the shouting — "Kill him!", "Get him!", "Here! Here! Over here!" — inherent in a football game, for example.

You are probably right about scuba diving — there's certainly not much shouting. I'm not a diver so I don't know, but I can't help but wonder if there might not, however, be some female put-down gurgling.

And let's not generalize shouting. There are four major types of shouting on boats:

1) Power Shouting, when the captain has the power and wants everyone aboard to know it. However, Skoogie, you can use this to your advantage in looking for a 'real man' by following the familiar maxim: "The louder the shouter the smaller the weenie."

PACIFIC SEACRAFT

Can Make Your Dreams Come True

See the All New CREALOCK 44

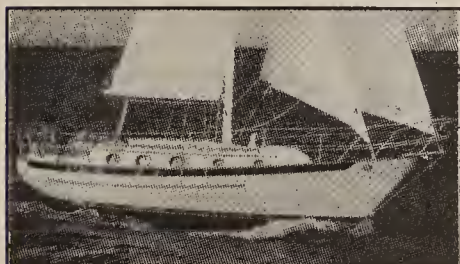
*Performance Sailing with
Graceful Living*



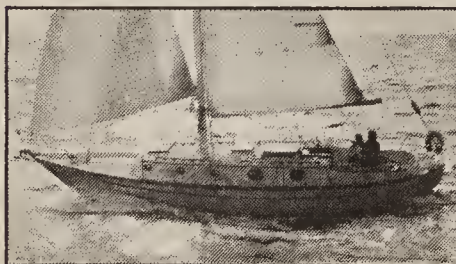
FLICKA



CREALOCK 34

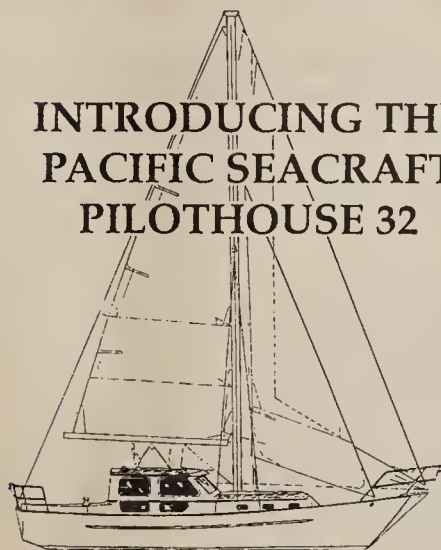


CREALOCK 31



CREALOCK 37

INTRODUCING THE PACIFIC SEACRAFT PILOTHOUSE 32



NEW LOCATION

SAUSALITO OFFICE
400 Harbor Drive Suite C
Sausalito, CA 94966
415/332-0393



NOR CAL
YACHTS
SINCE 1961

PACIFIC SEACRAFT BROKERAGE

Flicka 20'

1979	\$ 25,000
1979	\$ 21,900
1980	\$ 21,500
1980	\$ 23,900
1982	\$ 22,000
1982	\$ 21,500
1983	\$ 24,700
1987	\$ 34,000
1988	\$ 39,000

Dana 24'

1985	\$ 54,900
1986	\$ 49,900
1987	\$ 54,000

Pacific Seacraft

1977	\$ 19,900
1978	\$ 21,900

Orion 27'

1979	\$ 27,500
1980	\$ 39,500
1983	\$ 56,500
1984	\$ 63,400

Mariah 31'

1978	\$ 54,500
1978	\$ 56,500
1979	\$ 64,000

Pacific Seacraft 31'

1987	\$ 83,900
1988	\$104,900
1989	\$ 89,500
1990	\$ 89,500
1990	\$108,900
1991	\$115,000

Crealock 34'

1988	\$105,000
1990	\$119,900

Crealock 44'

1990	\$325,000
------	-----------

ALAMEDA OFFICE
2415 Mariner Square Drive
Alameda, CA 94501
510/ 523-8773
800/ 878-BOAT



Does Owning A Charter Boat Make Sense?

Take A Look...

Example*

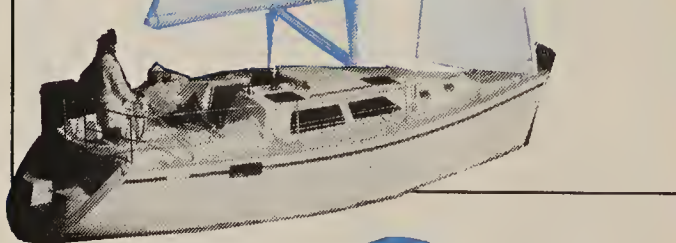
Hunter 3100 CV

Description	Charter Purchase	Standard Purchase
Fully equipped yacht price	\$73,061	\$73,061
Down Payment (25%)	19,722	19,722
Sales Tax	6,028	6,028
Luxury Tax	0	0
Charter Income	-101,522	0
Payments (principal & interest)	28,260	28,260
Insurance	5,080	3,164
Dockage	10,193	10,193
Maintenance	6,097	4,573
Turn-Arounds (IPC)	6,200	0
Property Taxes	3,769	3,769
Club Charter Commission	40,609	0
Tax Refunds	-17,956	-6,745
4-year Cost to Owner Before Benefits	\$479	\$62,963

*The above information is an example only.
Please contact your attorney or CPA for advice.

**3 BOATS AVAILABLE TO
SAVE 1993 TAX DOLLARS**

Call For Details



NOR CAL
YACHTS



510/523-8773 • 800/878-BOAT



2415 Mariner Square Drive, Alameda, CA 94501

LETTERS

2) Anxiety/Fear Shouting, when the captain can't judge the current and distance to the dock, so he screams, "Dock lines! Dock lines! Get the fenders on the port side! No, wait! The other side!!!"

3) Hearing Shouting, when the captain knows that he must yell to the foredeck in 30-knot winds for the sake of being heard. And finally,

4) Emergency Shouting, when the captain sees water bunk-high below and yells, "We're sinking! We're sinking! Send a Mayday! Get the liferafts over! Stay calm!"

Shouting, as such, is not putting a person down. It depends on the context. Unfortunately, in the world struggle between men and women, shouting is often a means men use to control women, just as women use the same means to control children.

And yes, Skoogie, there are two ways, even more, of doing almost anything. But on my boat there is only one way. And that makes me a safer sailor, because in an emergency nobody has to think — they only have to act (theoretically). And everyone knows exactly where everything is because there is only one place it is supposed to be.

This reminds me of another kind of shouting: Compulsiveness Shouting, where the captain shouts, "Where are my fingernail clippers?" It's a joke on my boat, where winch handles, boat hook, cable cutters, fog horn and so forth can be substituted for 'nail clippers'.

You asked women to respond to your question, "How do you separate the man from the skipper from the boat?" My suggestion is to take him ashore. If he lacks something ashore, he will lack it in spades aboard a boat. If you know how to find a good man ashore, you'll have no trouble finding a good companion and skipper.

Finally, realize that sailboats are often not a most favorite place to be for many women. Peeing is a problem, water for bathing is scarce, living space is confined, doing almost any activity is to the power of two what it is ashore — and increases exponentially with the windspeed, wave height, and distance from shore.

I suggest you change your *Classy Classified* ad from "Love me, love my boat" to "Love me, knowing I love my boat and sailing." May you be inundated with responses.

Maxamillion
Pt. Richmond

Maxamoogie — You missed another type of shouting, the "I'm the captain, therefore I must yell" type of shouting. This is most prevalent among captains with Latin blood pulsing through their veins.

YOU COULD PLOT IT, BUT WHO CARES?

Jeff Swedberg's letter in the November issue caught my eye. He wrote:

"Any person with any sense knows that latitude and longitude are expressed in degrees, minutes and seconds. Whoever heard of calculating your position in hundredths of a minute?"

I was a little puzzled for a couple of reasons. First, a second is pretty small to be of any real use in navigation anyway, but a hundredth of a minute is even worse. A second of latitude is a sixtieth of a nautical mile or about 100 feet. The chart covering the coast from San Francisco to Point Sur has a scale of 210,668. On such a chart, one inch covers a little less than three miles. A minute of latitude therefore is about a third of an inch; a tenth of a minute is a thirtieth of an inch, or about the thickness of the mechanical pencil lead you're using to do the plotting. I don't think you could accurately plot anything less than a tenth of a minute on such a chart.

If you had a chart with a scale of 20,000 — the largest scale on a full chart in this area — an inch covers 1667 feet. A second of latitude, 100 feet, therefore would be less than a sixteenth of an inch. You could plot it, but who cares?

There is some evidence, by the way, that while GPS may be precise down to ten meters, the charts we use to interpret the output aren't. The precision is interesting, but it's more likely to be dangerous than useful. It reminds me of that bumper sticker: "If you

MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHTING

Win today and relax tomorrow. With the new hunter 29.5, you can do both in style. This quick, agile high-performance club racer has comfort to spare.

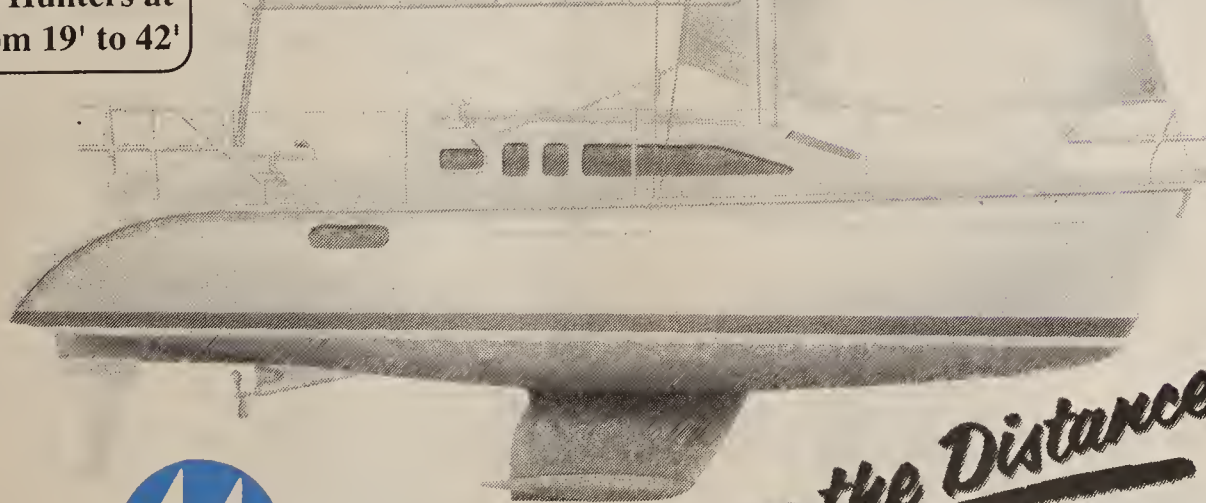
The 29.5's slippery hull design is a result of Hunter's Child offshore testing, with the addition of a bulb wing keel and directional fin to provide stability. A powerful rig with a large roach main, swept back spreaders, and outboard shrouds eliminate the need for a backstay and efficiently drives the boat in all conditions. It's even A.B.S. plan approved.

Below, warm teak and rich fabrics accent a roomy interior. Berthing accommodations for 6 in comfort, a convertible dinette, full galley and enclosed head with shower make it a perfect weekend getaway. After all, we believe you shouldn't have to sacrifice comfort for performance.

Inspect the new Hunter 29.5
and see why Hunter is America's
leading manufacturer in inno-
vation, design and quality.

**See all the Hunters at
NorCal from 19' to 42'**

**NEW
LOCATION**
SAUSALITO OFFICE
100 Harbor Drive Suite C
Sausalito, CA 94966
415/332-0393



NOR CAL
YACHTS

SINCE 1961



We go the Distance

ALAMEDA OFFICE
2415 Mariner Square Drive
Alameda, CA 94501
510/ 523-8773
800/ 878-BOAT

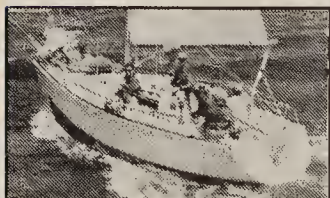
TRADE-IN SPECIALS

SAVE BIG MONEY ON THESE QUALITY TRADE-INS



1990 HUNTER PASSAGE 42

Loaded - gen., air, radar, leather inter. **Steal \$169,900**



OLSON 25 With trailer, loaded,
AP, Loran. **\$15,995/Offers**



CS 27 with diesel.
Great shape! **\$12,995**

SAIL

20' FLICKA, 1979	27,995
26' BALBOA, '1974	4,495
27' CS, 1979	12,495
30' ISLANDER BAHAMA, 1979 ..	20,495
34' CAL, 1968	19,995
35' HUNTER LEGEND, 1990	69,495
37' CREALOCK, 1980	89,495
38' ERICSON, 1984	72,995
41' JEANNEAU, 1986	108,495
41' CHOATE, 1978	68,495
42' HUNTER PASSAGE, 1990 ..	169,495
49' HOLMAN CUSTOM, '89	225,000

POWER

16' DONZI SWEET 16, 1990	13,495
16' DONZI SWEET 16, 1992	17,495
20' MARLIN ARIES, 1988	12,995
20' BOSTON WHALER, 1988	23,495
25' SEAHAWK, 1990	24,995
31' CLIPPER TRAWLER, 1987	74,495
38' FOUNTAIN FEVER, 1990	119,495
42' GB TRAWLER, '72	98,495
42' OCEAN ALEXANDER, '89	SOLD
49' OCEAN ALEXANDER, '86 ..	319,000

**BOATS ARE SELLING FAST ~
MORE LISTINGS NEEDED**

NEW LOCATION

SAUSALITO OFFICE
400 Harbor Drive Suite C
Sausalito, CA 94966
415/332-0393

NOR CAL
YACHTS

ALAMEDA OFFICE
2415 Mariner Square Drive
Alameda, CA 94501

510/ 523-8773 • 800/ 878-BOAT



MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT

LETTERS

can read this, you're too damn close!"

My second source of puzzlement is this: I seem to remember learning to do this stuff in tenths of minutes. I guess we all know that a circle is divided into 360 degrees, each of which has 60 minutes, each of which again has 60 seconds (1,296,000 parts in all!). But I don't think I learned navigation and plotting that way. So I looked it up: "In marine navigation, altitudes, latitudes, and longitudes are usually expressed in degrees, minutes, and tenths (27° 14'.4)." That's Bowditch (*American Practical Navigator*, page 1031, GPO, 1958), surely an authoritative source.

Tom Luten
Berkeley

Tom — You humble us with your clear and practical thinking.

That charts are less precise than GPS was confirmed by a number of South Pacific cruisers who mentioned islands and atolls not being exactly where they were supposed to be. Highly trained journalists that we are, we forgot to write any of them down. So those of you out cruising or about to go cruising, we'd love to hear of any islands, rocks, atolls or continents that are more than a quarter of a mile from where they're charted to be. If your particular information tickles our fancy, there may even be a Latitude Roving Reporter T-shirt in it for you.

⚡ SUSTAIN A CAPSIZE WITHOUT SINKING

The articles relating the misadventures of the Valiant 40 Windsong prompt me to offer my opinion as to what criteria must be met to render a sailboat seaworthy.

I was capsized off the California coast early in my sailing days — the mid-'60s — due entirely to my ignorance in blithely sailing offshore in the middle of winter. It nearly cost us our lives, and definitely framed the parameters for what I consider to be the minimal requirement for seaworthiness in an ocean-crossing sailboat.

Simply put, a vessel must be able to sustain a 360° capsize without sinking. I don't know what version of the Valiant 40 Windsong is, but I'll stick my neck out and say I'm convinced that if she were the pilothouse version, she'd be on the bottom of the ocean.

Don Scotten
San Diego

Don — Either you're merely teasing us or we're missing your point. You seem to be saying that no pilothouse boat can withstand a 360° capsize. If that's indeed the case, you're going to have to argue your point a little bit more forcefully.

⚡ IN GOOD HANDS WITH ALLSTATE

For your readers who might feel disheartened by stories about marine insurance companies that don't come through at the bitter end, let me tell them about the outstanding job Allstate did for me recently.

It was a weekend club cruise to the Napa YC and pleasant in all respects until we passed under the Maxwell Lift Bridge, which lies a short distance below Napa. Directly on the other side of the bridge the chart shows a cable with an authorized clearance of 70-feet. No problem, you think? Well, it was a problem! The TV cable company has slung another cable about 15 feet below the upper ones, but had failed to tell the Coast Guard about it.

Two of our boats got entangled in the cable and mine sustained significant damage when my boat was swung to the side of the channel and remained lodged there all night.

The one very satisfying thing about this nasty experience was the outstanding support I received from Allstate. It was all done over the phone with very helpful people at every step. They had everything fixed to my satisfaction in a very short time.

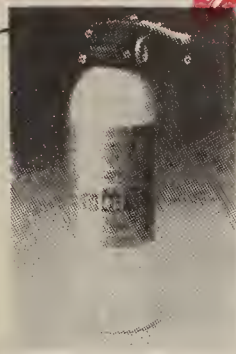
I immediately sent off a Coast Pilot Report to NOAA noting the clearance discrepancy on the chart, but after three months I have yet



SVENDSEN'S

BOATWORKS & CHANDLERY

HAPPY HOLIDAYS FROM SVENDSEN'S



2.5 lb.
\$69.95



THE HALONAIRETM LINE FROM FIRE SAFETY PLUS PORTABLE FIRE EXTINGUISHERS

These extinguishers, available in 2 sizes, offer the best fire protection for your boat, car or home.

- Effective on all types of fires
- Colorless, odorless, non-staining
- Stays pressurized even after several uses!
- 20 year shelf life/no recharging
- Coast Guard approved

1.3 lb.
\$46.95



Ask for a free demonstration!

HARKEN DECK SHOES



Engineered with state of the art materials and the most modern styling.

Now... **15% off list**

Looks like crystal... feels like glass,
but it's... **TOUGH AS NAILS!**



starting at **\$5.25**

STRAHL

GUARANTEED FOR LIFE!

- Beautifully Designed
- Unbreakable
- Won't crack or craze
- NEW COLORS AVAILABLE!

Jason Permafocuss Binoculars

- Never need focusing
- Rubber armor
- Durable
- Lifetime Warranty

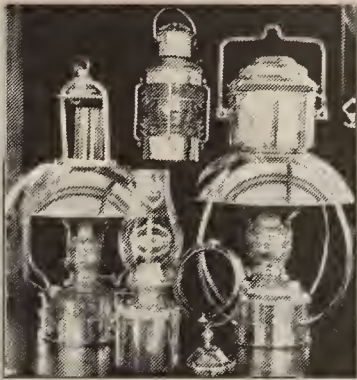


2 models

JA 200 • JA 212 (waterproof)
\$124 \$279

MARINE SUPPLIES AT DISCOUNT PRICES

Come see our beautiful selection of Brass Lantorns, Clocks and Barometers from Holland Yacht, Chelsea & Seth Thomas

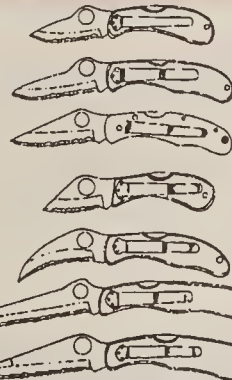


ONLY \$244.95



Standard Communications
Horizon HX230S
Compact Handheld VHF Radio

- 5 watts or 1 watt
- Programmable scan
- Water resistant
- Extra large LCD display
- 3-year warranty



Clipit Pocket and Rigging Knives from **Spyderco, Inc**



All styles 20% off list!



BOOKS!

Many new titles in stock just in time for gift-giving!

Nautical subjects exclusively...

including:

- Maintenance • Rigging
- Adventure • Navigation
- Racing • Logbooks
- Calendars



FOUL WEATHER GEAR The gift that keeps them warm and dry! We've got it all!



HENRI LLOYD

patagonia



**1851 CLEMENT AVENUE
ALAMEDA, CA 94501**

(510) 521-8454

OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5 SUN 9-4



**SPECIAL
OFFER!**

**ONE
MONTH
FREE***

**GOOD
THRU
DEC.**

*for new
berthers
with
6 mos.
lease

EMERYVILLE CITY MARINA

A quick trip to the Bay,
a quick trip from your home.

RECENT UPGRADES AND OFFERINGS:

- ◇ Recently dredged berths and channel
- ◇ FREE utilities
- ◇ FREE launch ramp & fish pier
- ◇ NEW full service chandlery
- ◇ NEW bathroom, shower, laundry facility

Call for competitive rates

EMERYVILLE CITY MARINA

3310 Powell St. exit
off I-80

Emeryville

next door to Hank Schramm's Sportfishing

(510) 596-4340

fax (510) 596-4342



Consider all the features of Emeryville's Design Award-winning Marina. Centrally located for the entire Bay Area with easy driving access by car and quick access to terrific Bay sailing. Check all these features:

- | | |
|----------------------------|-----------------------|
| ◇ Phone hook-ups | ◇ Excellent security |
| ◇ Dock boxes | ◇ 25'-60' berths |
| ◇ FREE pump-out station | ◇ Restaurants |
| ◇ Fuel dock - diesel & gas | ◇ Sportfishing center |
| ◇ Ample free parking | ◇ City park |

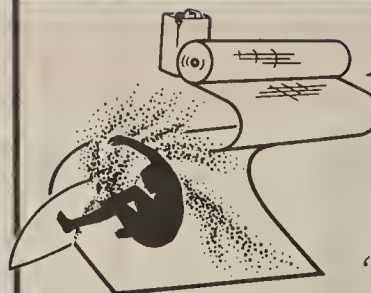
DONATE YOUR BOAT TO SEA SCOUTS

POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1993 TAX DEDUCTION



CALL US TODAY!
OLD BALDY COUNCIL
BOY SCOUTS OF AMERICA
1(800) 333-6599 Ask for Larry Abbott



MONTEREY BAY FIBERGLASS

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

Complete line of reinforced plastic materials

- Resin
- Epoxy's
- Mat. Roving. Cloth

SYSTEMTHREE

Distributor for "Clark" surfboard blanks and
sheet foam. Experienced consulting in all
phases of reinforced plastics.

SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:

1037 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464

314 West Depot
Bingen, WA 98605
(509) 493-3464

Perfect Boat Canvas

A Family Tradition
Since 1969

Now Serving the South Bay

We Offer 1-1/4 inch
Stainless Framing



G. Gianola & Sons, Inc.

400 Harbor Drive, Sausalito, CA • 415-332-3339



Freya 39-For the serious cruiser

FREYA 39 OLSON 25 OLSON 34 SONOMA 30
SCHUMACHER 50

Kits available from hull & deck to finished boat

Call for details & information packet

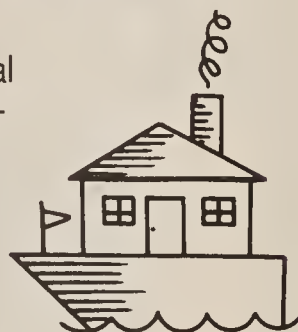
(206) 385-7175

1-800-998-4757

YACHT INSURANCE

EXCLUSIVELY FOR LIVEABOARDS.

Introducing the Quartermaster Liveaboard Yacht Policy from Royal Insurance, one of the nation's leading yacht insurers. Quartermaster combines the comprehensive coverage and features of Royal's standard yacht policy with broad homeowner protection, including:



- Comprehensive Personal Liability
- Personal Property Coverage including property in storage
- Loss of Use Protection
- Countrywide network of claim adjusters and surveyors

Call for complete details and a **FREE** copy of a policy review done by LIVING ABOARD Magazine. Phone
TOLL FREE 1-800-869-2248 or (206) 447-0489



Royal Insurance



Pettit-Morrey Co.
INSURANCE BROKERS

Offered exclusively through

ARMCHAIR SAILOR BOOKSTORE

New Books for Gift Giving

THE PATRICK O'BRIAN SERIES. The sixteen books in the series are exhaustively researched historical novels of the Napoleonic Wars, and classic examples of the English comedy of manners. They're swashbuckling sea yarns, they're funny, exciting, informative, and they're novels about love and friendship. The New York Times considers them "the best historical novels ever written." Vol 1-15 in paper, \$10.95; Vol 16 Hardcover, \$22.00

HIGH PERFORMANCE SAILING. This massive reference work presents new explanations of wind prediction and boat design that have never been published before. These lead to a fundamental rethinking of how to sail a boat to its maximum potential, and this in turn demands new race tactics. It will be a race-course weapon for any sailor who studies it. \$39.95

SAIL & STEAM. This exquisite book chronicles the history of ships and sailing in the century before World War II. The archives of the National Maritime Museum in Greenwich provide the two hundred images that have been reproduced in fine-line duotone. This book will satisfy the soul of a sailor, the eye of a photographer, and the mind of a historian. \$50.00

OXFORD COMPANION TO SHIPS AND THE SEA. A lavishly illustrated book presenting the seafaring history of the world. The companion includes biographies, descriptions of naval battles, histories of famous races, articles on seafaring literature and maritime art. It includes topics on navigation, language and lore, technical terms and just about every possible subject to do with maritime matters. \$42.50

MARINERS BOOK OF DAYS. A desk calendar designed to serve as both a planner and an encyclopedia of rare and unusual maritime information. It's a collection of fact and folklore, written in an entertaining and informative style, and enhanced with a variety of black-and-white etchings, engravings sketches and watercolors. \$12.95

Other Great Ideas:

Calendars • Christmas Cards • Nautical Antique Reproductions
Ship Models & Half Hull Models • Posters • Gift Items
Navigation Instruments

FREE NAUTICAL GIFT WRAPPING

FULL SIZE CHART COPIES - \$6.95

MAIL &
PHONE ORDER
SERVICE



WE SHIP
ANYWHERE

42 Caledonia Street, Sausalito, CA 94965
(415) 332-7505 • (800) 332-3347 • Fax (415) 332-7608

MON-SAT 9-6 • SUN 12-5
Open 'til 8 PM December 9th, 16th & 23rd

LETTERS

to see a Notice To Mariners note on this hazard.

Incidentally, I thoroughly enjoyed your *Modern Tales of the Pacific*, but I think you should know that you can't both be indentured and a slave, as you reported about the East Indians in Fiji. Admittedly, however, they were treated like slaves until their prescribed time of indenture was over.

George Fulford
Mill Valley

⚡A CLASSIC

After sailing everything from El Toros, Hobie Cats, sloops, prams and yawls over the last 50 years, I have finally found a boat that my wife enjoys and feels relaxed sailing on. It's an classic 30-foot Rawson.

Although built in the '60s by Ron Rawson in Seattle, there are still a lot of those rugged old seagoing RVs on the Bay.

Being an older sailor I appreciate the classic uniqueness of this boat and I am keeping her as near original as possible with her plexiglass windshield, bronze stanchions and old-fashioned brass winches.

Sometimes it is difficult finding parts or having them made, so I'm wondering if there is a Rawson Club on the Bay or if anyone would like to form one. If so, call me.

Larry Brown
(408) 395-5822
Monte Sereno

Larry — You'll want to contact Herm Zelles of Tiburon, who has raced and cruised Vailima, hull #111, since 1970. Zelles reports that there were hundreds of the boats built, 55 of which belonged to the local Rawson 30 Association in the early '70s. That association is no longer active.

The Rawson 30 featured a lot of interior room for a 30-footer of her time. Like most older roomy boats, she doesn't have particularly graceful lines. As one broker put it, "She's the only boat that ever made the Columbia Defender look sleek."

⚡MY ASSUMPTION ABOUT WHALES

On Saturday morning, October 9th, my crew John Ferrell and I were returning from an overnight sail we'd taken past the Farallones aboard my Bristol 27 *Essence*. The seas were relatively flat and a northwest breeze was moving us along at about four knots in the direction of the Gate. We were at peace with the tranquility that such conditions bring, and had enjoyed the sunrise just an hour before. Our position was approximately eight miles southeast of Southeast Farallones.

Suddenly John, who was at the tiller and sitting on the port side, yelled at me to look as he pointed forward and down. I jumped from my seat opposite him to see two whales, not more than 30 feet away, bearing down on what appeared to be a certain collision with the beam of our boat. The whales were parallel to one another with the second whale perhaps 15 feet to the left and behind the first whale.

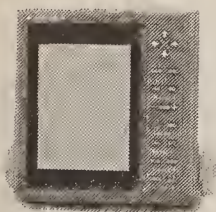
We were seconds from what we both assumed was inevitable impact. I grabbed the tiller and yanked it toward me hard in an attempt to turn *Essence* toward them. This idea was that we'd then be struck a glancing blow off the forward part of the keel rather on the more vulnerable beam.

I was still pulling hard on the tiller when the first whale went by on our starboard side. It was so close that I could look down its blow hole. The second whale brushed against the side of *Essence* when it passed by.

We watched as the whales continued on their way south, on the same heading and in the same formation. One spouted a short time later, close enough that we could clearly hear the sound. We then returned to our original course and had an uneventful sail back to the Bay. The serenity of the morning, however, had certainly been

BEST ELECTRONIC VALUES OF '93

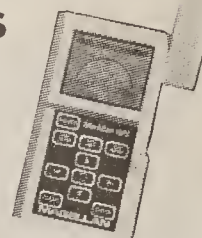
FURUNO MODEL 1621 LCD RADAR



- Small, cockpit mountable daylight display
- Tiny 15 inch 8 lb. antenna
- GPS interface

Beat the December price increase **\$1350**

MAGELLAN WE BRING GPS DOWN TO EARTH.™ **MERIDIAN GPS**



- Pocket sized, lightweight & waterproof
- Simple operation – tracks 12 satellites
- Graphic display with NMEA output
- Works on topo maps too!!
- Operates on AA batteries or ship's power with optional adapter

"GPS of the Year"

\$499



SITEX NAV 7000A C-MAP CHART PLOTTER

- Worldwide chart coverage
- Interfaces with most Loran and GPS

with integrated
5-channel GPS

\$1595 / plotter
only **\$995**

Standard Communications **MST 50 STEREO**



- Standard's newest 20 watt per channel 4-speaker system
- AM/FM stereo cassette
- Well sealed for the marine environment

Radio
only

\$229

AS 100
speakers

\$55 /pr.

heart interface **FREEDOM 20 INVERTER**



REMOTE PANEL

- 2,000 watts output power
- 100 amp 3 stage built-in charger
- Optional remote panel available

Merry Christmas **\$895**

Autohelm® ST 6000 & 7000 BELOW DECK AUTOPILOTS



ST 6000



ST 7000



DRIVE

- The #1 sailboat autopilot
- Free installation estimates

All Systems **35% off**

M600 & AT-120 SSB SYSTEMS



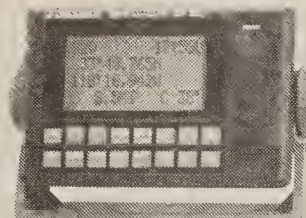
- Most compact 150 watt SSB available
- Full coverage ham compatible receiver
- Note: We stock all necessary installation materials

Package
Price

\$1995

FURUNO

GPS - 50



- Best fixed mount GPS value
- Unmatched 8 channel parallel receiver provides stable readouts
- One of the easiest to use

Beat the price increase – only **\$899**

INSTALLATION – SALES – SERVICE – RENTALS – USED GEAR



Maritime Electronics
"We Make Boat Calls"

OF SAUSALITO
300 Harbor Drive
94965
(415) 332-5086

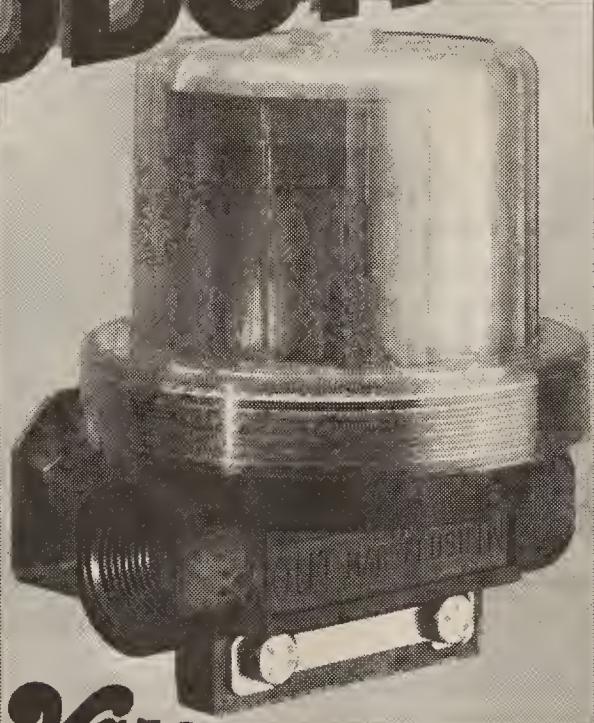
ODORS

Designed by boaters for boaters to meet the demands of the sea

Cartridge life 30 - 60 days depending on usage

Sold complete with mounting and hook-up hardware

U.S. PATENT 4,873,727



MarFlush

- The original U.S. patented (Utility) odor and waste control systems, not to be confused with any imitations
- Dramatically reduces foul head & holding tank odors
- 100% bio-degradable and environmentally safe
- Easily installed, all components included
- Easily replaced chemical cartridge

WHAT ARE THE BENEFITS OF INSTALLING MARFLUSH

A powerful and effective masking agent coupled with a complex chemical matrix enhances the natural biological action in your boat's holding tank. In addition, the incoming supply water is also treated which in turn greatly reduces the **mal (foul) odors** associated with bacteriological breakdown in your inlet water lines. A proportionate amount of MarFlush ingredient and anaerobic bacteria is carried into the head with each flush. Hard water salts and minerals are chemically suspended to prevent scale buildup which restricts water flow and damaging effects to your plumbing hardware.



For the dealer nearest you, contact
3031 S. Shannon St., Santa Ana, CA 92704
714/641-1933 • Fax 714/540-7972

AUTHORIZED DEALERS:

AGIS MARINE

1602 Monrovia Ave., Newport Beach, CA 92663 • 714-631-3014 • Fax 714-631-0313

BOAT U.S. MARINE CENTERS

880 S. Pickett Street, Alexandria, VA 22304 • 703-461-2850 • Fax 703-461-8952
505 W. Broward Blvd., Ft. Lauderdale, FL 33312 • 305-523-7993 • Fax 305-523-2570
11477 U.S. Hwy. 19, North, Clearwater, FL 34624 • 813-573-2678 • Fax 813-572-1319
411 Waverly Oaks Road, Waltham, MA 02154 • 617-899-2000 • Fax 617-899-0726
12901 McGregor Blvd., Ft. Myers, FL 33919 • 813-481-7447 • Fax 613-461-9350
1900-B Okeechobee Blvd., W. Palm Beach, FL 33409 • 407-684-4900 • Fax 407-684-4911
63 West Rand Road, Arlington Heights, IL 60004 • 708-398-0606 • 708-398-0940
5780 Mesmer Ave., Culver City, CA 90230 • 310-391-1180 • Fax 310-391-2270
18249 Euclid Street, Fountain Valley, CA 92708 • 714-435-1001 • Fax 714-435-9117
1212 Knoxville Street, San Diego, CA 92110 • 619-276-6852 • Fax 619-276-0108
163A Jennifer Road, Annapolis, MD 21401 • 410-573-5744 • Fax 410-573-5748

DOWNWIND MARINE

2819 Canon Street, San Diego, CA 92106 • 619-224-2733 • Fax 619-224-7683

KING HARBOR MARINE CENTER

831 North Harbor Drive, Redondo Beach, CA 90277 • 310-374-8923 • 310-374-8560

LIDO MARINE HARDWARE

101 Shipyard Way, Newport Beach, CA 92663 • 714-673-9496 • Fax 714-723-6808

MULLER MARINE

1000 E. Anaheim Street, Wilmington, CA 90744 • 310-830-2825 • Fax 310-830-5393

SAN DIEGO MARINE EXCHANGE

2636 Shelter Island Drive, San Diego, CA 92106 • 619-223-7159 • Fax 619-223-1863

FREE Foulies... Just in time for Christmas!



Are there any wannabe sailors on your Christmas list? We've got just the answer. Sign 'em up for our 30 foot Skipper's Course and we'll give you a certificate good for a free suit of Columbia foul weather gear. Or, if you prefer, apply the certificate towards one of the Douglas Gill foul weather suits available in our club pro shop. (*Atlantic & Southern Cross models pictured*)

The lesson package includes a minimum of 40 hours of instruction aboard 24-26 and 28-30 foot sloops on San Francisco Bay. Graduates are certified to skipper up to a 30 footer by the prestigious American Sailing Association. And, graduation is guaranteed. Students who don't pass this course receive additional training for FREE until they do! That's how sure we are any "wannabe" can sail.

You'd probably like to know the price. Normally, this instruction package including all testing and materials retails for \$1190. Right now, you can have it for half price, or only \$595*.

Call us today at one of the toll-free numbers below and we'll fill you in on all the details. Hurry! Space is limited and Christmas is coming up fast!



1-800-343-SAIL

1150 Ballena Blvd., Suite 161, Alameda, CA 94501

1-800-559-CLUB

100 Gate Six Road, Sausalito, CA 94965

* Classes must be completed before April 1, 1994



CUSTOM CRUISING & RACING SAILS

- Repairs • Recuts
- Roller Furling Conversions
- Board Sail Repair



Jim Leech • #3 Gate 3 Road/P.O. Box 2723, Sausalito, CA 94966
(415) 332-6167 • 1-800-303-SAIL (7245) • Fax (415) 332-6169



- Fair Prices • 24-Hour Security • Quality Guaranteed Work •
- Marine Ways & Lift ~ Boats to 65-ft. •
- We Specialize in Wood, Fiberglass and Steel •
- Do-It-Yourselfers Welcome

(415) 824-8597

"ONE CALL DOES IT ALL"

SAUSALITO



LIST MARINE INC.

"Complete Marine Engine Service"

- We service all makes
- New, used & rebuilt engines
- Dockside facilities
- Mobile service trucks



(415) 332-5478 PO Box 2008, Sausalito, CA 94966

Adjacent to Schoonmaker Pt. Marina



ONE NORTH AMPHLETT
SAN MATEO, CA 94401

(415) 342-5625

WE'VE GOT YOU COVERED

- ☐ **SAILS** — REPAIRS/RECURTS/CLEANING
— NEW LAM SAILS
- ☐ **CANVAS PRODUCTS**
— DODGERS/ENCLOSURES
— CUSTOM CANVAS COVERS
- ☐ **CUSTOM BOAT CURTAINS**

INTERNATIONAL ONE-DESIGN!

MELGES 24!



PHOTO: GLEN VIGUERS

Melges 24 blasting across San Francisco Bay at NOOD Regatta

**FAST
HIGH-TECH
AFFORDABLE
COMFORTABLE
STABLE**

**INTERNATIONAL ONE-DESIGN
HIGH QUALITY
STATE OF THE ART DESIGN
POPULAR
EXCITING: Come and see for yourself!**

26 Sold in California & 120 Nationwide Since April!



UPCOMING EVENTS...

- Melges 24 Match Race Regatta
Jan. 9 - Key West, FL
- East Coast Midwinters
Jan. 16-21 - Key West, FL
- West Coast Midwinters
Feb. 19-20 - San Diego

Melges 24 San Diego ProAm Match Race Results:

1st: Larry Klein • 2nd: Vince Brun

3rd: Tie between: Isler, Grillon, Gollison, Reynolds

For more information or a test sail of the Melges 24, please call:

LAGER YACHT BROKERAGE CORP.

NORTHERN CALIFORNIA TO WASHINGTON

GREG DORLAND • GREG JAMPOLSKY

(916) 583-6107 • (415) 332-9500

**HUTCHINSON
SPORTS**



*From Colorado to
Southern California*
BRIAN HUTCHINSON
(619) 743-FAST
Literature (619) 599-7774

CALL
ABOUT OUR
WINTER DISCOUNTS



SAILMAKERS YOUR SAILHANDLING EXPERTS...

Authorized Dealers • Sales • Service • Installation

HARKEN

FURLING SYSTEMS
FULL BATTEN SYSTEMS
LAZY JACKS

PROFURL
FURLING SYSTEMS

Forespar

E-Z FURL MAINSAIL
SPINNAKER POLES

**SCHAEFER
MARINE**
FURLING SYSTEMS

**Hood YACHT
SYSTEMS**

FURLING SYSTEMS
STO-MASTS

DUTCHMAN®
MAINSAIL FLAKING SYSTEMS

- RACING SAILS
- CRUISING SAILS
- REPAIR SERVICE
- CUSTOM LAZY JACKS



Before Buying
Check Our
Competitive
Pricing!

Call Robin Sodaro
(415) 332-4104

Fax (415) 332-0943

(800) 883-7245

466 Coloma St., Sausalito, CA 94965



LETTERS

broken.

We had narrowly missed a substantial collision, as I estimate those fellas were moving in excess of eight knots. Further, these whales were big. What we saw on top of the water exceeded 20 feet per whale.

We spent a long time discussing the 'what ifs'. I would like to think that little or no structural damage would have been suffered by *Essence* had either whale struck my boat a quartering blow in her bow area. My Bristol is an older fiberglass design with a full keel and heavy lay-up of fiberglass. I'm not so sure had we been hit on the more vulnerable beam. Thanks to John's steely eyes, we'll never know the answer to that troubling question.

I don't pretend to know much about whales. In the 22 years I have been sailing offshore with *Essence*, I have observed whales from a distance. I have never felt threatened by them, nor do I now. My assumption has been that whales would be aware of the presence of my boat and would probably tend to avoid contact — if only for their own self-preservation.

But our experience would indicate otherwise. These whales did not alter heading nor take any evasive action. They were on *their* way in *their* ocean, and continued on their heading probably in accordance with a southern migration. We just happened to cross their path.

I have learned one lesson from this. Had we taken the hit without harnesses connected, we both could easily have been pitched overboard with disastrous results. Had it happened at night, the odds of dire consequence would certainly have increased. Guaranteed, all on deck aboard *Essence* will have their harnesses on and attached when out there again.

It would be interesting if any of your readers have experienced or heard of similar incidents. Thanks so much for your rag. You have greatly expanded my sailing knowledge over the years by your informative articles and letters.

Edward Zwack
Essence, Bristol 27
Jackson

Edward — While whales are currently everybody's darlings, there is substantial evidence that at least some have occasionally been guilty of 'yachtie abuse'. It's a well-known fact that a number of cruising boats have been deliberately rammed and sunk by one or more whales. Just this year, for example, a French boat heading from Panama to the South Pacific was rammed and sunk by whales near the Galapagos Islands. Were the whales trying to get revenge for the deeds of Ahab and his buddies? Were the whales protesting the fact that so many of their brothers remain imprisoned in various marine parks around the globe? Or were they simply punk whales who found random violence as the only viable expression of their rage? We'll probably never know.

We're not whale experts either, but it's been our limited experience that they're pretty curious. During a sail in the Sea of Cortez, we were trailed by a group of six killer whales who frequently came to within two or three feet of the transom. Another time, when our boat was anchored at Chemela, a large whale positioned itself beneath the boat and commenced a half hour or so of rubbing against the keel and bottom of the boat.

While it's fun to share the ocean with whales, they're like sharks in the sense that it's safest to give them some space. The National Marine Fisheries Service says 100 yards is the minimum distance, and that's fine with us. Most whales are pacifists who won't do you any harm, but you've got to beware of the one bad apple that spoils the whole pod.

⇕ SUPPRESSED DESIRES

A little more than a year ago, I sat down in the classroom at the Olympic Circle Sailing Club. My wife and 20-year-old daughter were with me for the start of the club's Learn to Sail Week. Prior to that,

J/SPRIT SAILING FOR THE 90's



**Order Now
for Spring
Delivery!**

J/80 • J/92 • J/105 • J/130 At Our Docks

SPEED: Plenty for those who enjoy the thrill.

COMFORT: Real, usable, convenient interiors - for the whole family.

ONE DESIGN: Close, spirited, economical competition.

THE 'SPRIT': J/Boat pioneered production sprits for performance and convenience.

STRENGTH: Built to last by TPI.

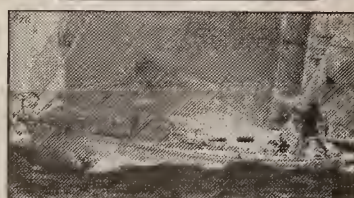
EASE: Designed for ease of use - faster from your slip to sailing.

Come see and test-sail J/Sprit Boats - The right balance between performance, comfort and strength.

BROKERAGE



ANNAPOLIS 44. *Severn*. A beautiful example of classic yacht design that has been maintained to the standards she deserves. *Severn* is ready to go cruising now! Contact Chris Corlett. Asking \$69,750



J/35

The best to choose from here at Don Trask Yachts.
Il Pelicano, S.F. Bay's Season Champion.
Raptor, North American Champion.



40' GARDEN KETCH, '68. Classic cruising ketch, impeccable maintenance, recent spar replacement. A must see! \$49,900.



GURNEY 33. *Wind Spirit*. Alan Gurney aluminum sloop in Holland by Huisman in 1968. 3 anchors, diesel engine, anchor windlass, cabin heater, and full sail inventory. Excellent offshore cruiser, stiff sailor with good performance. Super condition. \$54,000.



PALMER-JOHNSON 49, 1971. *Aura*. Solid bluewater cruiser designed by Sparkman & Stephens, wind/water instr., radar, AP, HAM, VHF & furling, recent survey value \$150,000. Asking \$119,500. Contact Chris Corlett.



PJ36. The Palmer Johnson SF36, a Frans Moos design with an Airex foam core, flush deck, skeg rudder, perfect for offshore cruising. Dodger, roller furling, cold plate refrigeration, Loran and Force Ten heater are just a few of the items of this extensive inventory. \$59,000.

ONE DESIGN

24' J/24, 1980, <i>Vixen</i>	9,000
24' J/24, 1981, 1977	10,000
24' J/24, 1986, <i>Freshair</i>	26,500
24' J/24, 1986, <i>Wet n' Wild</i>	25,000
29' J/29, 1985, <i>Whiplash</i>	29,950
29' J/29, 1983, <i>Powerplay</i>	19,500
35' J/35, 1989, <i>Red Line</i>	89,500
35' J/35, 1990, <i>Esprit</i>	88,500
35' J/35, 1983, <i>Draco</i>	62,000

35' J/35, 1991, <i>Il Pelicano</i>	115,000
35' J/35, 1993, <i>Raptor</i>	116,000

SANTANA

35' Santana, 1980, <i>Amer. Eagle</i>	35,000
35' Santana, 1979, <i>Schockwave</i> ...	38,500
35' Santana, 1984, <i>Cheers</i>	41,900

OLSON

25' Olson 25E, 1988, <i>Leonora</i>	17,900
---	--------

25' Olson 25, 1987, <i>No Slack</i>	18,000
---	--------

SABRE

38' Sabre MkII, 1990	169,000
36' Sabre, 1985	99,500

CRUISER

29' Cal, 1974	19,800
33' Gurney Alum, 1968	54,000
33' Ranger, 1977	27,000
40' Swift ketch, 1977	89,500
40' Garden Ketch	49,900
41' Freeport	Inquire
49' PJ 49 S/S, <i>Design</i>	119,500

HI-PERFORMANCE

35' Lidgard, 1992, <i>Medicine Man</i> ...	92,750
--	--------

RACER/CRUISER

27' C&C, 1985	29,950
30' Olson 911S, 1990	47,500
30' Olson 911S, 1990	42,500
36' PJ-36, 1974	59,000
41' Tartan, 1975	59,950
44' Annapolis, 1963	69,750

POWER

24' Bayliner, 1987	22,000
34' SabreLine, 1991	179,000
36' Tiara, 1989	305,000
41' Chris Comm., 1983	149,000

BOATS IN BOLD INDICATE OUTSIDE OF THE BAY AREA

- J/Boats
- Dragonfly



DON TRASK YACHTS

- Sabre
- SabreLine

Don Trask, Chris Corlett, Ed Milano, Art Ball, John Niesley

1070 Marina Village Pkwy, Ste 108, Alameda, CA 94501

Fax (510) 522-0641 • (800) 559-5533 • (510) 523-8500

ONE GOOD TURNBUCKLE DESERVES ANOTHER...

ANNOUNCING CALIBRATED SEALOCS!

- Calibrated for ease of tuning
- Easier to adjust.



- Less weight and wind resistance
- Race proven on J24s Etchells, 11 Metres, etc.

CALL OR FAX FOR OUR LATEST CATALOG

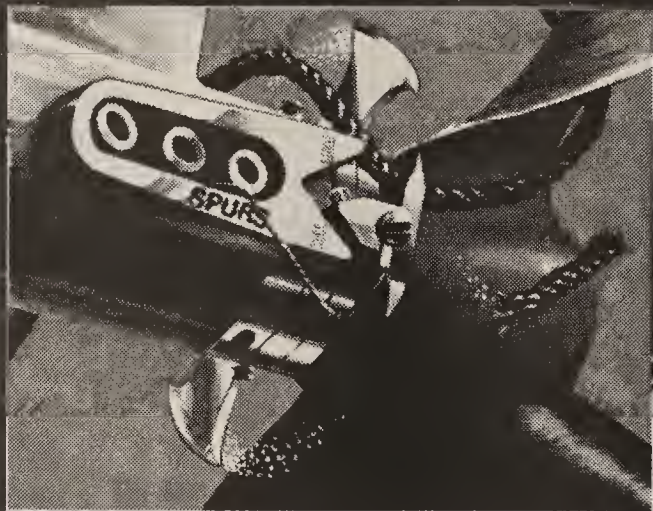
RONSTAN

SAILBOAT & INDUSTRIAL SYSTEMS

Ronstan Marine Inc. 805 Court Street, Clearwater,
Florida 34616 Phone (813) 443 7661 Fax (813) 447 0867
Fax (415) 472 1770 (West Coast U.S.A.)

Fax (604) 325 0326 (West Canada) Fax (416) 291 3446 (East Canada)

"WOW!" What Protection... Against line, net and weed entanglement.



All shaft sizes in stock. Next Day Delivery Available.

SPURS®

LINE, NET &
WEED CUTTER

285 S.W. 33rd St. • Ft. Lauderdale • FL 33315

Call for a FREE Brochure:

TOLL FREE: 1-800-824-5372

LETTERS

my sailing experience consisted of about two hours in an El Toro back about '59.

The initial rekindling of my interest in sailing began during last April's Boat Show when I picked up a few copies of *Latitude*. The articles brought out a long suppressed desire to learn to sail. I only wish that I had picked those issues up earlier. Anthony Sandberg, Rich Jepson and all of the folks at Olympic Circle have been great, and I've been making up for lost time.

This July I was fortunate enough to become half owner of the Valiant 32 *Parche*, which is presently in charter at Olympic Circle. By the way, if you are looking for a boat, particularly a Valiant, you couldn't find a better broker than Dick May at Meridian Yachts in Alameda. He is great with first-time buyers and even spent several days helping us to strip and varnish the brightwork!

As with most new boat owners, my partner and I have enjoyed working our way through such varied and fascinating decisions as what to do with the brightwork: varnish, oil or let it go gray? We've also had to learn about batteries, charging systems, how to love a diesel and tuning the rig. *Parche* is one of only six sloop-rigged Valiant 32s, and her rig is fairly simple.

Of the many lessons that we've learned, there are two that might be helpful to others. The first has to do with documentation. When we bought her, *Parche* had another name and was documented out of Houston, Texas. We elected to move the documentation to the Bay Area and rename the boat in the process. The Coast Guard documentation office is in Alameda, but the hailing port for this area is considered San Francisco. The instructions provided by the Coast Guard do not make this clear, and there is even some confusion among the various clerks in the documentation office at Government Island. We had the new name applied with Alameda as the hailing port and are now faced with the expense of remarking *Parche* before we can complete the documentation process.

The second tip follows on your September issue recommendation regarding polishing diesel fuel. The EPA mandated a change which affects diesel fuel sold after October 1, 1993. The change calls for refineries to produce a diesel with reduced sulphur content, a process which is said to reduce the lubricity of diesel fuel. While the new standard only applies to fuel sold for highway use, most refineries have chosen not to continue making the old product for off-highway use. At present, it appears that all diesel fuel is being made to the new reduced sulphur standard.

Diesel injectors and injector pumps rely on diesel fuel for lubrication, lubrication the new fuel does not provide. These parts are already failing in the trucking industry at a phenomenal rate. Owners of marine diesels can expect the same problems and are cautioned to consider using an additive to restore the lubricity of diesel fuel purchased after October 1.

Stanadyne makes one of the products that has been recommended to me, but there are others on the market. According to the folks at Diamond Diesel in Oakland, this will be as important for marine applications as for the trucking industry. Suppliers of additives are having trouble meeting the increased demand and some repair facilities for injector systems are already backlogged two to three weeks.

If you saw a Valiant 32 on the Bay this Thanksgiving, there's a good chance it will be *Parche*. The family is planning to have Thanksgiving dinner on board as we look forward to many years of sailing.

Bernard Gerhard
Parche, Valiant 32
Berkeley Marine Center

Bernard — Congratulations on buying a boat and bringing those suppressed desires to the surface. It's healthy.

If you want to compare notes on the Valiant 32, you might contact Robert Maddison of Mill Valley, owner of *Shadowfox*. He raced her

Sobstad



**Sobstad
Sailmakers**

**(510) 234-4334
Racing**

**(510) 234-8192
Cruising**

**1230
Brickyard
Cove Rd.,
Pt. Richmond,
CA 94801**

**(408) 454-0868
Santa Cruz
Sales & Service**

How Does A Sailmaker Choose A New Sailmaker?

Innovative Products
Advanced Technology
Low Prices

Ken Read, Sobstad Northeast.

Five Time J/24 World Champion:
Formerly Shore Sails, Rhode Island –

"We decided it was critical to associate ourselves with a progressive company with common goals. We firmly believe that through teamwork and technology Sobstad can revolutionize the sailmaking industry."

Farley Fontenot, Sobstad Texas.

International 50 Foot World Champion:
Formerly UK Sailmakers, Texas –

"We realized that it was time for the strong individual players to come together. The Sobstad Group has the technology and personnel to change the course of the sailmaking industry."

Hans, Harry and Buddy Melges, Sobstad Wisconsin.

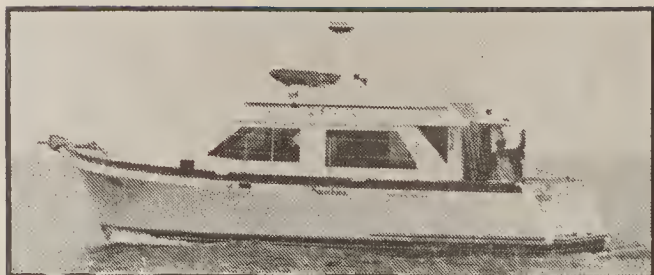
America's Cup Winner:
Formerly Melges Sails –

"As a team, our common goal is to associate ourselves with a progressive company that will push sailmaking to the next level. The Sobstad Organization is the team of people which will accomplish this goal."

The World's Best Sailors And Sailmakers
Are Choosing Sobstad.
Shouldn't You?

WINTER DISCOUNT PROGRAM IN EFFECT

BROKERAGE

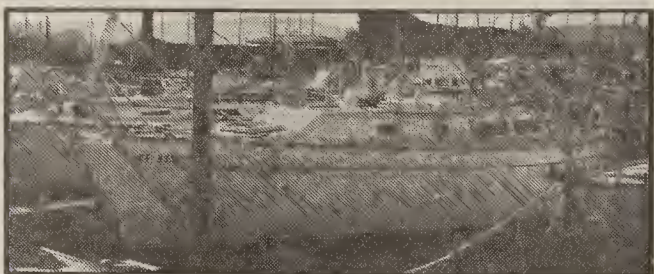


1986 40' Gulf Commander\$125,000

Excellent condition with few hours. Two to choose from.

POWER

40'	Gulf Commander, 1986	\$125,000
40'	Gulf Commander, 1986	\$159,000
36'	Uniflite, 1973	\$50,000



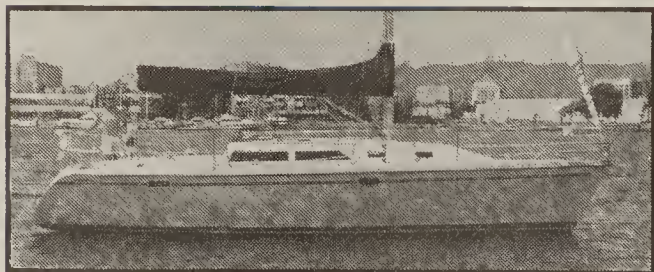
1985 Cal 33\$65,000

This Cal 33 is in like new condition and ready to go cruising.

SAIL

16'	Hobie	\$2,595
24'	Columbia	\$4,500
27'	Santa Cruz, 1986	\$13,900
27'	Express, 1982	\$18,500
33'	Cal, 1985	\$65,000
36'	Lapworth, 1957	\$22,000
42'	Beneteau, 1985	\$119,500
46'	Frers, 1979	\$125,000
50'	Santa Cruz, 1979	\$189,500
50'	Santa Cruz, 1984	\$199,500

NEW BOATS



CATALINA 320

This Catalina 320 is an exciting new design that incorporates the best construction, accommodations and performance in a very affordable yacht.



O'NEILL
OYC
YACHT CENTER

2222 East Cliff Drive
Santa Cruz, CA 95062

(408) 476-5202

Fax (408) 476-5238

LETTERS

in the last West Marine Pacific Cup, then cruised her down from Hawaii. He's already entered for next July's West Marine Pacific Cup.

With regard to documentation, some Coastie gave you some burn information. Your hailing port can be one of three things: 1) The city in which your boat is habitually moored. Alameda, Tiburon, Berkeley and Redwood City, for example, are all fine. 2) The city in which the owner lives. One of our favorites was Monticello, Iowa, the hailing port David Cuckler had on Hawkeye. Or, 3) The city in which the local Coast Guard district is based. San Francisco, for example.

That a Northern California boat has to have a hailing port of San Francisco is baloney. We know, because our documented boat has the hailing port of a very small San Francisco suburb. The Coasties do a heck of a job of rescuing people, beyond that they have some problems.

As best we can tell, there's yet to be a consensus on the effect of low sulphur diesel fuel on engines. Some people say it will hurt them, some think it will have no effect. It might be good to remember, however, that everybody said it would be the death of marine gasoline engines when the lead was taken out of fuel. That proved to be a false alarm.

THE DOMINANT AND SUBSERVIENT

My advice to Connie Skoog for when she buys a boat: Don't yell at your crew when you're trying to establish your relationship, as you may end up sailing with an all-female crew!

I'm an old sailor, but will be the first to admit that a windvane would rate ahead of the average 60-year-old woman — or even 20-year-old woman — on an offshore trip.

I like people, as most of them are interesting. But younger people, no matter which sex, are usually more attractive. Younger people are not only more attractive, but they're physically superior. And let's be honest about this, your average grandmother isn't going to be very good grinding a winch.

So I wonder what's the deal when you find a young woman crewing for an older sailor. Is she doing it for the learning experience?

As for the 'battle of the sexes', I think that's just so much swamp water. Any relationship between two people will have a dominant and subservient member.

Sam Burns
North Highlands

IT IS A BLIGHT

Recently, the city of Alameda began a project to refurbish the launch ramp at the foot of Grand Street. It has become a boondoggle beyond belief.

One of the interesting aspects has been the BCDC's contribution. The rumor is that since this is a public access area, the BCDC wanted appropriate greenery and an attractive place for people to visit. So, the city eliminated two car and trailer parking spaces in favor of gardens that will need to be tended at taxpayer's expense. In addition, they required that a recycling bin be removed because it supposedly was a blight to the area.

Amazing!

Shallow Throat, A Taxpaying Liveaboard
Alameda

S.T. — It's best not to rely on rumors, as they are often untrue. Nonetheless, it has the 'ring of truth' in that the BCDC feels that there is no project, no matter how small, that can't benefit from — there seems to be no more accurate description — their petty meddling.

THE BEAUTY OF THE WHOLE UNIVERSE

I charge Lee Helm with trumpeting forth a unwarranted misrepresentation. She fails to see that calling a boat 'she' is actually a rich compliment — one which many women don't yet deserve.

What is femininity and how does one nurture it? I definitely prefer

14 Sailboats Sold in the Past 45 Days

2 Catalina 42s	Albin 28
Cheoy Lee 43	Nonsuch 26
Nonsuch 30	2 Catalina 36s
Catalina 38	Ericson 29
3 Catalina 30s	Catalina 34

46 Sailboats Sold in the Past 6 Months

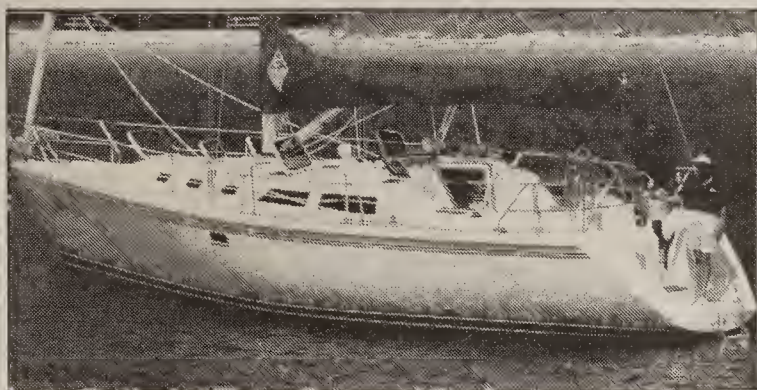
LIST YOURS WITH OURS

Where the used sailboat action is

CATALINA 42

Beautiful!
Offshore Integrity
Liveaboard Comfort
2 Staterooms 2 Heads
Comfortable dinette seating for six
Large airy galley
Real comfort

Sailaway \$129,335



farallone yacht sales

1070 MARINA VILLAGE PARKWAY #104

New Location

ALAMEDA, CA 94070

(510) 523-6730

New Location

East Bay

Eagle Yacht Sales

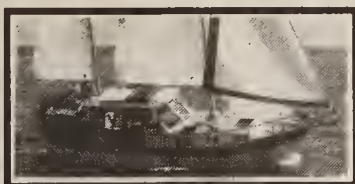
1966 COYOTE POINT DRIVE

SAN MATEO, CA 94401

(415) 342-2838

West Bay

40' Ponderosa	'85	170,000
42' Catalina	'92	120,000
38' Catalina	'82	47,500
37' Hunter 37 L	'90	73,500
37' Hunter	'85	50,950
36' Catalina	'86	64,000
36' Watkins	'81 reduced	44,900
36' Islander	'79	45,500
34' Catalina	'88	61,500
34' Catalina	'87	56,000
34' Catalina	'86	61,500
32' Freedom	'87	69,500
32' Westsail	'74	49,900
30' Nonsuch Ultra	'88	92,500
30' Nonsuch Classic	'79	47,000
30' Catalina	'89	40,900
30' Catalina	'88	37,500
30' Catalina	'83	28,500
30' Catalina	'82	29,500
30' Catalina	'79	19,500
30' Catalina	'76	17,500
30' Pearson	'76	9,500
27' Aloha	'85	17,900
27' Newport	'77 .. reduced	7,500
27' Catalina	'85	16,300
27' Catalina	'82	15,900
27' Catalina	'82	11,900
26' Pearson	'76	7,900



NAUTICAT 33 \$85,495



1976 CATALINA 34 \$61,495



1989 CATALINA 30 \$40,900



MORGAN 41 \$69,995



WESTSAIL 32 \$49,900



1981 WATKINS 36 \$44,900



43' Columbia, '71, dsl	..... reduced	49,995
41' Morgan, '79, aft cabin, slp	.....	69,995
38' Catalina, '83, dsl, exc. cond.	.....	44,995
37' Hunter, '89, mint, aft cabin	.....	75,000
36' C & C, '79, dsl, furling	.....	54,995
36' Islander, '78, great shape, extras	.....	42,995
35' Ericson, '74, furling	..... reduced	27,500
35' Alberg, '66, dsl, new sails	.....	29,995
35' Irwin, '86, dsl, aft cabin, furling	.....	55,995
34' Columbia, '71, rebuilt engine	.....	24,995
34' Catalina, '86, furling, dodger	.....	59,995
33' Hunter, '78, dsl, dodger, wheel	.....	29,995
33' Nauticat, '83, MS, ready to cruise	.....	85,500
32' Westsail, '74, full keel	.....	49,995
30' Tartan, '75, dsl, offshore design	.....	17,995
30' Lancer, '84, dsl, wheel, aft cabin	.....	19,995
30' Cal 3-30, dodger, lots of gear	.....	24,995
27' Bristol, '76, coastal cruiser	.....	13,995
27' Catalina, '81, dsl, lots of extras	.....	12,995
27' Catalina, '79, new int. cushions	.....	11,995
27' Catalina, '71, o/b, dinette	.....	9,995
27' Ericson, '73, dsl, Harken furling	.....	11,995
26' Capri, '91, dsl, like new	.....	25,995
26' Folkboat, '72, Volvo dsl	.....	10,995
25' Coronado, '65, new mast & rig	.....	4,995
25' Coronado, '70, ready to go	.....	4,995
25' U.S., '81, fixed keel, i/b	.....	6,995

POWER BOATS

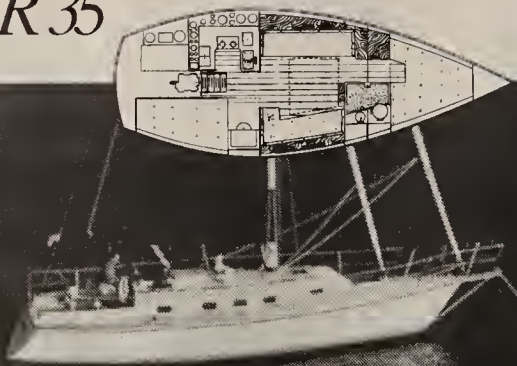
42' Owens, '65, new engines	.....	48,995
28' Bayliner, '86, Volvo Penta	.....	24,995
28' Bayliner, '77, new twin 350s	.....	24,995

CALIBER

CALIBER 35

LOD 34'
LWL 29'10"
Beam 11'4"
Draft 4'6"
Disp 13,100lbs.

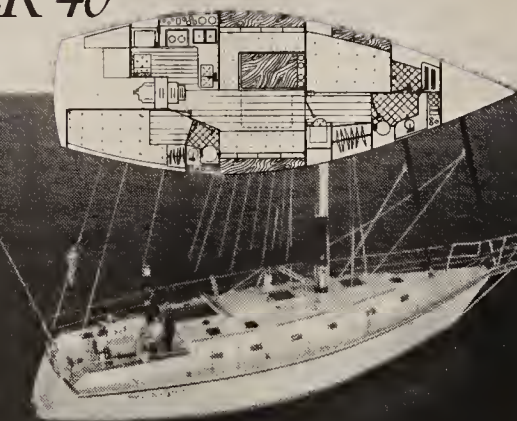
Designer
Michael McCreary



CALIBER 40

LOD 39'6"
LWL 32'6"
Beam 12'8"
Draft 5'0"
Disp 21,600lbs.

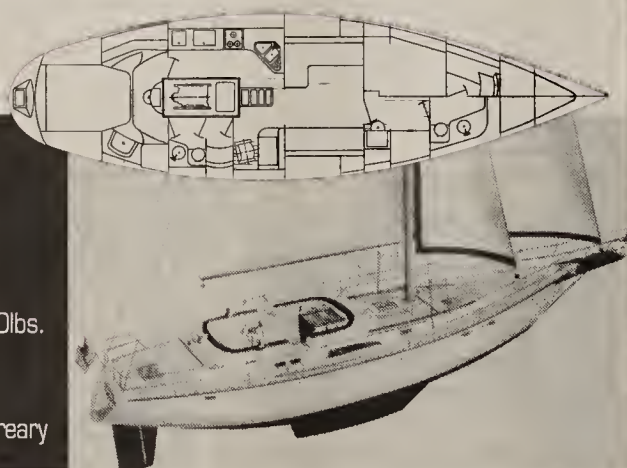
Designer
Michael McCreary



CALIBER 47

LOD 46'10"
LWL 36'2"
Beam 13'2"
Draft 5'3"
Disp 29,000lbs.

Designer
Michael McCreary



WEST COAST DEALER



1331 North Northlake Way
Seattle, WA 98103
(206) 633-5521

Bay Area Representative
Jeff Huntington
(408) 926-1977

LETTERS

the company of my boats to that of many of the women I know and have sailed with. Luckily though, when dealing with *homo sapiens*, even female ones, there are exceptions to every rule.

The reasons why I always have and always will call boats 'she' are as follows:

1) Like a woman, a ship is either well-balanced to hold a course with minimum perturbation, or conversely, sadly out of balance, careening off course at the slightest impulse.

2) In shape, a ship resembles a woman, an amalgam of delicious and subtle curves, and is capable of reflecting back to the eye of the sailor a faint mirror image of the beauty of the whole universe. The hull of the well-designed craft moves gracefully and confidently through the seas, much like the woman whose personality and intellect are fully formed and disciplined.

3) Like the Egyptian earth-goddess Isis, whom near-Eastern traditions credit with the invention of the sailing rig, the true ship is a motherly protectress from danger, a pleasant companion, and a knowledgeable consultant through the various dilemmas encountered in the voyage through life.

So, Lee Helm — who are you, anyway? — perhaps you would do well to look within yourself for sources of true strength, instead of chastising men you have never met, for practices which it can be argued, are in fact beneficial!

Gary Blair
Santa Cruz

Gary — As long as it's done with a smile, we can see arguing that vessels should be referred to as feminine. But when you start getting serious about it, and when "many" of your female friends are less desirable companions than your boat, we think it's time to check your depthsounder and plot a new position. You may have unknowingly drifted into shoal water.

A thought for the night watch: What is masculinity and how do you nurture it?

THE BEST RACING OF MY LIFE

The weather is colder, it's been raining, so isn't it time for another controversy? I refer to Gail Yando's letter last month contesting the claim for the largest one-design fleet on the Bay — and your response as referring "to keel boats only".

Last summer the Oakland YC ran its first season of Wednesday evening races, known as the Sweet Sixteen Series, and I dearly wanted to participate. My obstacle was that the only 'race' boat available to me was the club Banshee!

Diana Jessie came to the rescue by obtaining a conversion factor for the Portsmouth Dinghy Rating, which gave me a PHRF rating of 239. So I raced, enjoyed good food and discussions after the races along with everyone else. It was the best racing experience of my life.

I managed to correct out 5th for the series. Not bad for my first season as a skipper, and not bad for a non-keel boat against the usual mix of beer can entries.

I'm not really trying to blow my own horn, merely trying to say that smaller non-keel boats can be competitive against keel boats. And maybe even more importantly, that people should just get out there, no matter what boat they have, and have fun!

Sure, I'll probably get 'beat up' in print for my opinions, and I realize this can't work for 'big time' racing, but with race boats getting lighter and more radical, isn't the gap between dinghies and keel boats becoming smaller?

John Chille
Port Captain, Oakland Yacht Club
Alameda

John — We're a little confused about which point you think you'll get "beat up" for.

Certainly not that dinghies can't compete with keel boats under

\$99 HAUL & LAUNCH

- *Do-It-Yourselfers Welcome*
- *Perfect for Surveys*
- *Insurance Work Specialists*

WHY CHOOSE US?

Lowest rates on the bay
Guaranteed craftsmanship
We always finish on time

COMMERCIAL/PLEASURE/POWER/SAIL
(510) 237-0140

310 WEST CUTTING BLVD, PT. RICHMOND, CA 94804



**BAY
SHIP
&
YACHT CO**

**BOAT
REPAIR**

THE WINTER SUNDAY BRUNCH SERIES



The officers and members cordially invite you to the only civilized, geographically correct and properly decadent winters series offered.

3 Reasons To Enter:

1. You can sit in the club and wait for the first gun.
2. You will not have to anchor in the rain waiting for the wind.
3. You can see the starting line from the bar.

3 Reasons NOT To Enter:

1. You are afraid of what the people in Scotts and other restaurants at Jack London Square will think of your spinnaker sets and takedowns.
2. You're too cheap to come up with the \$33 entry fee (\$5 extra if not a member of U.S. Sailing)
3. Your family/firm will see you in action at the start/finish and never give you another cent for the sport.

SUNDAYS at 1230: January 9, 23 • February 6, 20 • March 6

For an application call, write or better yet drop by:
Oakland Yacht Club • Pacific Marina • Alameda, CA 94501
 Phone: 510-522-6868 • Fax: 510-522-7378



SWEDISH MARINE

WINTER IS HERE!

WE HAVE THE HEATER FOR YOU NO MATTER
WHAT SIZE BOAT



DIESEL FORCED AIR HEATERS AND HOT WATER HEATING SYSTEMS
 4,000 TO 103,000 BTU'S

EFFICIENT ~ RELIABLE ~ SERVICEABLE MARINE REFRIGERATION



EXPERIENCE COUNTS!

AS DEVELOPER OF THE FIRST HFC 134A MARINE REFRIGERATION SYSTEM, GLACIER BAY'S LEADERSHIP ROLE IN ADVANCED REFRIGERATION TECHNOLOGY IS WELL ESTABLISHED.
 PUT OUR EXPERIENCE TO WORK FOR YOU.

**SPECIALIZING IN ADVANCED MARINE
REFRIGERATION AND HEATING INSTALLATIONS**

ELECTRICAL • HEATING • REFRIGERATION • SALES AND SERVICE
320 W. CUTTING BLVD., RICHMOND, CA 94804 (510) 234-9566

The Great Holiday Sail



Sailing Lessons At All Skill Levels 25% OFF!

For Example; **Basic Sailing I Course**
Learn all the fundamentals, including:

- Theory
- Rigging
- Hoisting
- Crewing
- Tacking
- Nomenclature
- Finding Wind Direction
- Trimming Sails
- Steering
- Gybing
- Commands
- Knot Tying

Regularly.....\$345.00

Special Price.....\$258.75

Two Day Course; Fourteen Hours Of Instruction.
Everything from books and boats
to lunches and foulies included.

Purchase Before December 23,
Take Your Course Anytime in '94

**Similar Savings On
Courses At All Levels**

Gift Certificates

1-800-223-2984

FREE BROCHURE

**OLYMPIC CIRCLE
SAILING CLUB**

SAN FRANCISCO BAY

LETTERS

PHRF. In the right conditions, certain dinghies are much faster boat-for-boat than many keel boats.

Certainly not that beer can racing is fun. Many big time racers will tell you that in many respects that casual beer can racers offer more pure fun than do grand prix events.

And certainly not that people should simply go out and enjoy sailing in whatever boat they happen to have. Even the most humble boat provides the contented soul with an unlimited potential for fun.

↑↑MEN THINKING I'M LOOKING FOR A STUD

In answer to your final question, Connie Skoog, it's called being a team. First you become friends, then a team, then lovers — and I'm talking about the man and the boat.

I agree the skippers that shout are incompetent and scared.

I left the States in 1982 and have sailed the Caribbean, South and Central America, the South and North Pacific, Japan and Korea. My skipper and I worked as a team. I learned how to do everything except engine work. If you're going to be independent and out on your own, you have to learn, because what would happen if your skipper got sick or went overboard? Once you leave the States, you can't depend on the Coast Guard.

I lost my skipper the first of this year to cancer. But I'm not going to give up this life of independence. I'm even learning how to work on the engine.

I, too, have run an ad in the *Classy Classifieds*. My responses? After reading about my experience, most men are in awe of a woman who's out sailing on a 47-foot tri. Maybe they figure they wouldn't be able to yell at me? But you don't need to yell at each other if you're an understanding team. The other responses I've been receiving are from men thinking I'm looking for a stud.

But don't give up hope, Connie, life has a reason and the right man will come along. You're lucky to be in an area where you can meet people. I'm out here where not many white men come along, so I'm having to depend on ads to find a new partner.

Who knows, after I learn to master repairs on the engine, I just might get an all-girl crew and sail back to the South Pacific to take advantage of all the men.

I have advice to all *Latitude 38* readers that are dreaming about going sailing: *Do it now! Do it now!*

Dale Langlois
S/V Cherokee
Marshall Islands

↑↑CIRCUIT BREAKERS ARE NOT JUST EXPENSIVE SWITCHES WITH NUMBERS WRITTEN ON THEM

As a Northern California sailor and boatowner, I look forward to your articles about caring for and restoring boats. As an electrical contractor, I was horrified at a major omission in the October installment of John Skoriak's article on the *Do-It-Yourself-Refit* of his boat *Dark Star*.

The Skoriaks fixed the problem of the circuit breaker tripping on their water heater by putting in a larger denomination breaker. If your readers attempt this easy fix — without also making another observation — they could be setting themselves up for an electrical fire.

Circuit breakers are supposed to protect the wiring from overheating and causing a fire. They sense both the amount of current passing through them and the temperature generated by that current. They break (trip) that circuit at a predetermined setting (the little numbers on the switch). The fatter the wire, the larger the amount of current that it can safely carry. The circuit breaker or fuse should be no larger than the maximum current that the wire is safely rated to carry.

If the appliance is pulling more current than the circuit breaker will allow to pass, and the wire is not large enough to safely carry the required current, then you must also put in larger wire when you

Anderson's Boat Yard

Traditional
Craftsmanship



Modern
Technology

12-FT. TO 120-FT – MINOR OR MAJOR MAINTENANCE AND REPAIRS
WOOD ~ FIBERGLASS ~ ALUMINUM ~ STEEL

- ⚠ 35, 70 & 100+ Ton Travel Lifts
- ⚠ Hull and Bottom Painting
- ⚠ Custom Stainless, Aluminum & Steel Fabrication & Welding
- ⚠ Engine Service & Repower

- ⚠ Complete Rigging Shop Including Wooden Masts and Booms
- ⚠ Electrical Installation and Repairs
- ⚠ In-House Propeller Shop

Anderson's Boat Yard ~ Your Full Service Boat Yard

Haulouts on Short Notice • Quality Work Guaranteed

Ron Anderson • Jim Andersen • Al Mitchell • Kerr Robinson

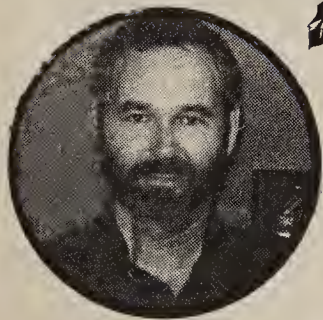
Call us for a free estimate

(415) 332-5432 • (800) 310-5432

Clipper Yacht Harbor • Sausalito

*Clean,
Environmentally Safe,
USCG Approved
Facility.*

*Dealer for PYI
Maxi Propellers
and PSS Dripless
Stuffing Boxes.*



*Quality Electronics
Low Prices
Super Service
Call Us!*

**WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH
PERSONAL, INHOUSE TECHNICAL SERVICE.**

**RICH WILDES CAL-MARINE
ELECTRONICS CORPORATION**

PIER 19, THE EMBARCADERO
SAN FRANCISCO, CA 94111

(415) 391-7550



SALES •
SERVICE •
INSTALLATION •

KESSINGER CANVAS

Marine Canvas & Interiors

DODGERS

Side handrails
&
Window covers
included

ENCLOSURES

Window covers
included

- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

STEVEN KISSINGER

(510) 825-6734

Free Estimates and Delivery

You Can Learn to Sail with the Best...for Less



The Best Training System

- 30 years of Experience
- Structured Practice
- Expert Instruction
- Guaranteed Results

The Best Location


"The Richmond Riviera"
Protected Area for Beginners
Visit Pt. Richmond's "Old Town"

The Best Prices

Compare and Save 25 to 45%
Three-Class Package \$895 through Bareboat
Low Cost Boat Rentals
Unlimited Boat Practice from \$88 per month

THERE ARE NO SHORTCUTS TO LEARNING SAFE SAILING

Christmas Special
Save Extra
\$100

Complete
Learn-to-Sail Package 
Qualifies You to Sail 28'-40' Boats

Basic Keelboat (3 days - 24 hours).....	\$395
Basic Coastal Cruising (3 days - 24 hours)	\$445
Bareboat Charter (2 days, overnight - 36 hours)	\$595 \$1,435

Basic 2 Class Package	\$595
3 Class Package	\$895

1/2 OFF FOR SPOUSES

THERE ARE NO SHORTCUTS TO LEARNING SAFE SAILING

 **Tradewinds**
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

1-800-321-TWSC (8972) • (510) 232-7999

Brickyard Cove, Pt. Richmond
SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

change the breaker.

To put it in perspective, using a fuse or circuit breaker that is not small enough to properly protect your wiring from over currents is kind of like putting a penny behind a fuse. Referring to an adequate electrical reference book should keep do-it-yourselfers from getting into trouble by knowing only enough to be dangerous to themselves and their boats.

On another note, over the years I have read several items in your magazine about husbands teaching their wives how to sail. I met my husband when he started as a rookie crew aboard a neighboring boat on my dock. I have many more years of experience on the water than he does, and the boat was mine before it became ours. Now that we are married, I'm still the skipper. I just let him think that he is the admiral.

Unfortunately, I have to let work get in the way of racing today, and this is the first time that he is taking the boat out without me. He wanted to be crew and since our guest skipper is another accomplished sailing woman who knows the boat, I know that he and our (read 'my') *Bonny Blue* are in good hands. But I do expect to have pretty short fingernails by the end of the afternoon.

Did the *Wanderette* have to deal with the *Wanderer's* fragile male ego? How about hearing from you other women out there who are teaching your men how to sail?

Margie Diamond Simpson
Bonny Blue, San Juan 7.7
Diamond Electric Co.
Humboldt Bay

Margie — Thanks for raising the issue of circuit breakers and wire size. It wasn't made clear in the article, but the problem was that the wire and the water heater were rated for a higher circuit breaker and had been in place. But yes, we wouldn't want anybody to think they could simply add a larger circuit breaker without considering the capacity of the wire and the appliance attached to it.

As for the *Wanderette*, the *Wanderer* reports, "She's one of those lucky women, it's been bliss since day one."

⇓⇑EASY NO MORE

When I was a teenager in the early '30s, I ran the shore boat at Cabrillo Beach in Los Angeles Harbor. A man whose name I can't remember purchased a 33-foot gaff-headed, fantailed stern, bowsprited cutter named *Easy Esie*, and moored her at Cabrillo Beach. Several times I was invited to sail around the harbor with him.

When he had the boat hauled to paint the bottom and topsides, the *Easy Esie* nameboard was removed. Lo and behold, beneath the nameboard was a beautifully carved F-R-E-D-A. The nameboard was immediately discarded.

After reading the article about Jerry and Diane Brendan's *Freda* in the June issue, I thought they might be interested in this little bit of the boat's history.

P.S. My son Jeff and I had some great races years ago with your current Managing Editor, his brother and his father aboard *Wild Wind* the 32-foot D Class catamaran we were partners in.

Harry Bourgeois
Costa Mesa

⇓⇑THERE, AROUND HIS NECK, WAS MY DESPERATELY NEEDED TOILET SEAT HINGE

It happened during a recent heavy-wind passage from Chagos to Madagascar. I was standing in the head when a large wave slammed into *Amadon Light*. The boat lurched and I flopped down on the toilet with a crash. I broke the toilet seat hinge in the process.

Most ocean voyagers wouldn't think breaking a toilet seat hinge a catastrophe, but the seat and hinge had been faithful shipmates of mine for eight years of cruising. And having been purchased the toilet seat from a small ad in the back of a long-forgotten publication, I

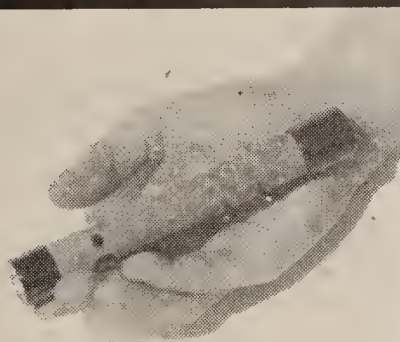
SUN-TRONICS
P.O.B. 864
PETALUMA, CA. 94953
1-800-622-6716
VISA AND MASTER CARD ACCEPTED
PILOT LIGHT-1

The PILOT LIGHT can throw a beam of pure red light light 30 feet or more. With two "AA" batteries you will have 15 hours of red light instead of 4 hours as with a standard flashlight.



OUR LIGHTS MAKE YOU SEE
RED
PROTECT YOUR NIGHT VISION

OUR MONOCHROMATIC EMITTING LIGHT ELEMENT WILL LAST IN EXCESS OF 100,000 HOURS AND ONLY USE 30 MILLIAMPS. SUN-TRONICS NIGHT LIGHTS ARE NOT BOTHERED BY HEAT, COLD OR VIBRATION. SUN-TRONICS FOUR MODELS FILLS THE NIGHT NEEDS OF MOST SAILORS.



GOOSE-NECK

It is now possible to shine RED light exactly where you need it. Uses 12vdc power and uses only 30 milliamps of power. This means you can up the light the cabin with out running down the battery(s).

Made of non corrosive materials for years of life.



BRISBANE MARINA
WITH EASY ACCESS TO
SAN FRANCISCO BAY

- ★ Deep well marked entrance
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security



PROTECTED WATERS

COME IN AND INSPECT OUR MODERN FACILITIES.

SLIPS ARE AVAILABLE TO 66FT.

FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975

LOCATED AT SIERRA POINT



From No. or So.
on Hwy 101 take the Sierra Pt.
Pkwy Marina Blvd. exit.

El Toro

Seen Success in Other Classes?

The El Toro fleet is the top gun & Masters Tour all rolled into one.

Class notables include Hank Jotz, Jim DeWitt, Hank Easom, Jim Warfield, and many more.

Join the fun now and you will have your fighter wings for the 1994 Nationals at Howard Prairie Lake, Oregon (near Ashland)

August 6th - 12th



For Regatta Schedule and information on how to get started, Call Helga Wolff
(510) 656-1276

Discover the El Toro Advantage

CHRISTMAS PRESENTS

FOR YOU & YOUR BOAT...



- Brass Lamps
- Books Galore
- Foul Weather Gear
- Gloves & Boots
- Fish Pillows
- Bags
- Clocks & Barometers
- Bells
- Hardware

THE BOATER'S FRIEND

For stuff you won't find anywhere else!

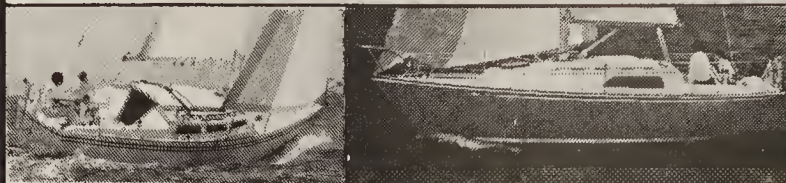
Open Mon. - Sat.

805 University Ave., Berkeley, CA 94710

(510) 848-4024

You Can SAIL

All These Boats for



\$198/mo

HOW?

Join our sailing club and sail any of the above
31-ft and under yachts **as much as you'd like**
for only \$198/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sailboat*		Tradewinds Sailing Club	
Down payment	\$7,000	Down payment	\$ 0
Tax	\$2,000	Tax	\$ 0
Monthly mortgage	\$ 350	Monthly dues*	\$ 198
Slip @ \$5/ft.	\$ 150	Slip @ \$5/ft.	\$ 0
Insurance	\$ 12	Insurance	\$ 0
Maintenance	\$ 50	Maintenance	\$ 0
Your Time	?	Your Time	0

* Conservatively low estimated costs

* On a 12-month contract
* SAIL FOR FREE if you buy a boat.
Dues can be applied to purchase.

**NO INITIATION FEES AND
NO DAMAGE DEPOSIT REQUIRED.**

Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond 1-800-321-TWSC
SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

despaired of ever finding replacement parts for this all-varnished beauty.

On arriving in Nosy Be, Madagascar, I received a tattered, dog-eared copy of the March 1993 *Latitude* 38 from an old crone who arrived in a dug-out canoe. What a shock I received on reaching page 141! There in living black and white with a huge grin on his face is some guy named Bill Riess — with the sistership of my toilet seat around his neck! And there, only inches from his left ear lobe, is my desperately needed toilet seat hinge!

Is there any way that you fellows can use the power and influence of *Latitude* to get that hinge away from Bill Riess? No heavy-handed stuff, of course, or I will deny any knowledge of your actions. And, please, please don't tell me that Lin and Larry use a bucket.

P.S. It's been a great year here in the Indian Ocean.

Bill Healy

Amadon Light, Tashiba 40

Mayote, Indian Ocean (formerly Golden Gate YC)

Bill & Bill — Can we work something out?

NECESSARY AND PROPER SAILING PRECAUTIONS

Ed Marez — what a beauty! Having re-read the original *Latitude* report in the October issue, if I'd been Marez, I'd have left it at that. I'm afraid that his own letter has provided more entertainment than it has restored his credibility.

It's hard to know where to begin, so let's start with:

1) Why didn't you — and 'Mr. Round the World' — insist that all the crew wear lifejackets, given the boat's well-known propensity for disaster?

2) Why were the flotation bags deflated and apparently not in a condition to be inflated?

3) Why wasn't there a positive control system for the swing keel?

Despite all this, Marez starts to criticize Kimo Worthington's personality! Sure, Worthington can be loud and even abrasive. The same can be said about some other great sailors — Blackaller and Cayard, for example.

Sure, Marez might have been even luckier and been picked up by one of the great gentlemen sailors such as Buddy Melges or the recently profiled John Kosteki, but I would guess even they would have had a choice comment or two.

The fact is that Marez's predicament caused another racing crew to have to drop out to save the lives of Marez and his crew. And it doesn't even sound like anybody is asking him to be grateful! As such, Marez should suck it up and not question the methods or style of rescue.

For someone his age, Worthington has been around a lot of state-of-the-art boat projects. Many readers would stand behind his assessment of *Eclipse*, however cruel it might seem to Marez.

Furthermore, Marez needs to realize that the number of years spent at something does not automatically qualify someone as an expert or give them the right to involve themselves and others in something as dangerous as offshore sailing without taking all the necessary and proper safety precautions.

P.S. Keep up the excellent work, *Latitude*. Just when I thought nothing could top the Lynda Corrado saga, this gem came along!

Fred Schveddekopp
Huntington Beach

SOME TIMES THAT REQUIRE YELLING

I'm writing in response to Ed Marez's letter regarding the Santa Cruz race in which the yacht *Bullseye* and its crew rescued the crew of *Eclipse*.

I was appalled with Marez's version of the events of the rescue — especially with regard to his comments about Kimo Worthington's ability and sanity during the rescue.

As we approached *Eclipse*, we were in the process of taking our



Some of our Friends and Berthers have Flown South for the Winter...

...and a few prime slips have become available.

Now is an excellent time
to get into

MARINA VILLAGE
Y A C H T H A R B O R

Be our guest for a night or a weekend
and see how you like our neighborhood.

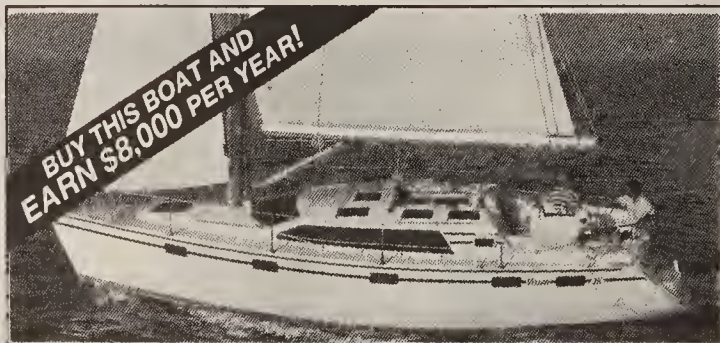
Harbormaster's Office • 510-521-0905

1050 Marina Village Parkway • Suite 103
Alameda • CA 94501

IN THE SUNNY ALAMEDA ESTUARY • SLIPS FROM 28 - 72' • HOME OF THE OPEN BOAT WEEKEND

You Can BUY

A HUNTER VISION 36.

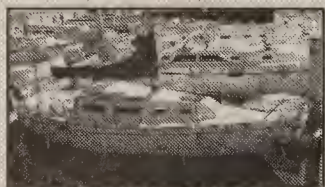


Revenue Opportunities for Boat Buyers.

Tradewinds Sailing Club is generating revenue for boat owners. Put this boat in our program and you can receive income along with a FREE club membership allowing you to sail any club boat the same size or smaller for FREE. We are also seeking other good boats for the club. Ask about the revenue potential of *your* boat.

• REVENUE • PROFESSIONAL MAINTENANCE • FREE CLUB MEMBERSHIP

Brokerage Boats for Sale



1977 SANTANA 28
Diesel. Spinnaker.
\$12,995



1979 EXPLORER 45
Loaded, center cockpit ketch.
\$159,995

22' O'Day 222, '86, O/B, w/trlr	7,995	29' C & C, '78, I/B, wheel	Try 17,995	
23' Hunter, '89, O/B, w/trlr	6,500	30' Newport 30 II, '78, dsl	17,995	
25' Catalina, '86, O/B, swing keel	10,995	31' Hunter, '83, dsl, wheel	31,995	
27' Catalina, '72, O/B	5,995	31' Cal, '83, dsl, wheel	31,995	
27' O'Day, '76, I/B	9,995	34' Wylie, '79, dsl, full race	29,995	
27' Ericson, '73, I/B	11,995	34' Hunter, '83, dsl, aft cab, whl	44,500	
27' Hunter, '90, O/B	26,995	41' Morgan O/I, '78, dsl, ketch	89,995	
28' Santana, '77, full race	12,995	42' Ferrocement, '79, dsl, ketch	15,995	
28' Newport, '82, dsl, wheel	16,995	45' Explorer, '79, dsl, cntr ckpt	159,995	
1992 Hunter Vision 36, dealer demo boat				\$89,995

BOATS ARE SELLING - WE NEED LISTINGS

As a full service brokerage, we also have access to hundreds of other listings throughout the Bay Area and the rest of the country. For more information or an appointment to view these boats, please call (510) 232-7999.

Tradewinds
Sailing Center

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond
SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

main down. A few crew members of *Eclipse* were screaming to get them off the boat, but we still had to get the main down! We wanted to have our boat in a safe condition to perform a rescue at sea. Had the crew of *Eclipse* been in immediate danger, we would have forestalled clearing the main. As it was, we starting taking their crew aboard our boat with the mail still on the boom and in the way.

As to Worthington's yelling, he was only yelling at them to remain calm, to inform them that we were on hand to assist them, and to assure them we were preparing to take them aboard. He was also asking if anybody was hurt or missing. Worthington was not shaken or upset by the situation, he was merely taking charge. Sometimes taking charge requires yelling commands to get panicky people to follow them. Some of the crew of *Eclipse* were panicky.

During the rescue we were in contact with the Coast Guard. They were aware of *Eclipse*'s position and we informed them that nobody was missing or in need of immediate medical assistance. They requested that we stand by *Eclipse*, but after a short time instructed us to take the crew of *Eclipse* to the Santa Cruz Harbor.

Mr. Marez may have a lot of experience racing and sailing, but that still does not make up for the fact that the *Eclipse* is not an ocean-going vessel, one that should not be allowed to race in the open ocean.

Dennis George
Bullseye

EVERYTHING YOU KNOW ABOUT TURLING

Your facetious October article "Eleven Die In Windjammers Race" left me wondering what this 'turling' business is all about. I had always assumed that monohull sailboats were designed to right themselves even if they turned upside down.

I would very much appreciate your telling me everything you know about this phenomenon called 'turling'. It sounds like something I definitely want to avoid.

Jim Evans
Flagstaff

Jim — 'Turling' is when a boat flips over and remains inverted. Some boats, such as small dinghies and multihulls, have excellent 'inverted stability'. This means once they turn over, they like to stay that way. Indeed, this is something to be avoided.

Generally speaking, monohull keelboats have poor inverted stability, meaning that in the rare cases they turn over, they quickly become upright again.

There are exceptions, of course, to keelboats righting. Usually it's a result of high-performance boats losing their keels. The most notable in recent memory are the N/M sled Pandemonium, the Whitbread entry Martella, Simon Le Bon's Drum, and Mike Plant's Coyote.

It's also well known that certain kinds of monohulls have greater inverted stability than others. Generally speaking, the narrower the boat and the deeper the keel, the less likely the boat is to be turtled or remain turtled. Extremely beamy boats with lots of internal ballast, which unfortunately were encouraged by the IOR rule, would be more likely to remain upside down.

Having said all that, we must emphasize that it's very rare for average monohulls to roll over, and far, far rarer still for them to remain that way for any significant amount of time. So don't lose any sleep over it.

MOVEABLE BALLAST

With the Whitbread Round-The-World Race underway again, I for one, would like to have a better understanding of the water ballast systems in use on — I think — all the boats.

The benefit of moveable ballast is fairly self-explanatory to most of us who sail regularly, but how do they pick up water without slowing the boat significantly? I assume there would be times that they



BOAT YARD

Since 1926

CRUISE • RACE • COMMERCIAL
DO-IT-YOURSELF • STORAGE • MARINA

QUALITY REPAIR

RE-FIT AND NEW CONSTRUCTION

BEST RATES IN THE BAY AREA!

- ★ FREE Quotes – Work Guaranteed ★ 60 Ton Lift
- ★ Pick-Up and Delivery
- ★ Marina Slips Available to 100-ft
- ★ Guaranteed Blister Work ★ Planking and Fine Joiner Work
- ★ LPU Paint ★ USCG & Navy Certified Metal Fabrication
- ★ Good Repo Boats For Sale
- ★ New Bilge Pump Discharge Filter Removes Oil

DECEMBER SPECIALS 1/2 Price Haulout & Laydays!

*Limited
Time Offer*

Plus FREE Rained-Out Laydays

*No Hidden
Charges*

SANFORD-WOOD

530 West Cutting Blvd., Off 580 • Pt. Richmond, CA 94804

(510) 236-6633

SANFORD • WOOD

UNBELIEVABLE BUT TRUE!

Here at SUTTER SAILS, you deal with the people who actually build your sails. That's right, the same guy you talk with on the phone actually goes down to your sailboat and measures the rig; then he goes back to the loft and designs your sail — for you. Then that same guy calls sailcloth manufacturers and discusses the cloth requirements for YOUR SAIL and orders the cloth. When the cloth arrives, he cuts your sail (you can come by and watch if you like; all our operations are carried out right here in our loft in Sausalito). After that our seamstress (who has been doing this here at SUTTER'S for over twenty years) sews your sail and completes the patches and reinforcements that have earned SUTTER SAILS their reputation for quality for over forty years. When the handwork is finished (yup, same guys again!) we install the sail and go sailing with you (if you wish) to make sure everything is set up just right.

So that's the way we build sails at SUTTERS — same people, same place, same way of doing business at the same location for over forty years. Isn't this the way you want people who deal with your boat to work? We think so.



Three survivors of the myth of the sailmaking techno-revolution.

SUTTER SAILS
(415) 332-2510

HARBOR DRIVE
(Above West Marine)
P.O. BOX 927,
SAUSALITO, CA 94966



LETTERS

would want to dump some or all of the ballast water. How is it replaced?

I have been told — with only moderate confidence in the source — that some systems do not use active pumping. Do these systems transfer water to the leeward side prior to tacking? This seems short of shaky considering some of the conditions they are likely to encounter.

If I'm the only dullard out here that doesn't understand what's happening, please don't print this. But if I'm among friends, a brief rundown would be nice.

A. Chekouras
Si Robin S.C.

A. — You're among friends.

We broached the matter with Mark Rudiger of Sausalito, who did quite a bit of sailing with Chris Dickson aboard *Tokio*, which is now leading its class in the Whitbread. Rudiger explained that the Whitbread 60s — which are the only boats in the race allowed to have water ballast — are equipped with engine-driven pumps attached to a flush-mounted two-inch thru hull. It takes about five minutes for the pump to suck five tons of water — the equivalent of about 34 crewmen on the rail — into one of the ballast tanks. It takes about three minutes to transfer the water ballast from one side of the boat to the other, and about six or seven minutes to pump it out of the boat.

What happens if the boat tacks or gibes in an emergency and the ballast ends up on the 'wrong side' of the boat? Rudiger says it makes the boat tender, but only to a certain point. Because it's water ballast rather than fixed ballast, its effect is neutralized when it's below the surface of the sea water.

Apparently 'scoops' were tried on some of the early water ballasted boats, but they created a lot of drag and may have been outlawed because of the possibility they might have gotten stuck in the 'open' position. With the engine drive pumping system, there is no noticeable difference in speed because water is being taken aboard.

Almost all the Whitbread 60s are equipped with four-cylinder diesel generators. Their purpose is to power watermakers, power the water ballast pumps, and in some of the more luxurious 60s, operate refrigeration systems. The weight for these systems was drawn into the design parameters of the boats, so nobody is penalized for having them.

An excellent question, we're glad you brought it up.

⇓⇓ CAN'T BE TOO THIN

I was surprised that your editor mentioned in the October issue that Mr. Marchaj's book, *Seaworthiness: The Forgotten Factor*, as somewhat difficult to understand. I was glad to see a book that had a minimum of my old nemesis — math. Maybe it's because I didn't come from a background of yacht design that I had an easier time understanding it.

Basically, what counts in seaworthiness is not whether a boat is a crabcrusher or a sled, but rather the shape of the hull and keel(s). Though Marchaj never identified the optimal shape, he gave several pointers as to which shapes tend to be more seaworthy and, if known, why.

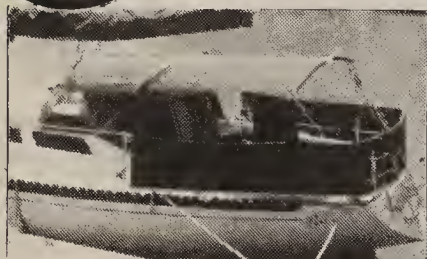
I tried to design a light, small rowboat that would be simple to build out of plywood and still handle San Francisco Bay conditions. So I made some models. Then I filled the bathtub, took the models filled with ballast to simulate passengers, and floated them in the choppiest conditions possible without splashing out of the tub. So far, none of my designs met all my requirements.

To my surprise, almost all of the water that splashed into the models came over the bow and stern, not the sides. Although I suspect that if I had a wind pushing on a sail, that may be different.

I found that a short, wide hull — typical of many ultralight designs I've seen — was initially more stable than a long, narrow hull of the

California Custom Canvas

CRUISE IN COMFORT



Consider a dodger, dodger extension and weather cloths for great cockpit protection.

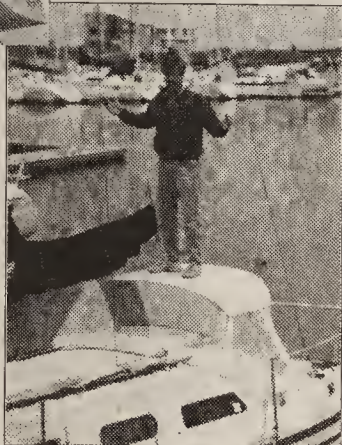
WAVESTOPPER

The Hardodger* with the rigid fiberglass top and removable polymer windows. Great strength and visibility.

* Patent Pending

Incredible Strength.

Dodgers that just make sense.



SERVING ALL OF YOUR CANVAS NEEDS

1230 Brickyard Cove Road, Suite 106
Pt. Richmond, CA 94801 • At Brickyard Cove Marina

(510) 233-7683



Is Looking for Your Boat....

The UC Department of Athletics and Recreational Sports is seeking motor and sailing vessels for our instructional, recreational and competitive programs. Your tax deductible donation will be handled quickly and effeciently. You will be able to quickly eliminate insurance, berthing and advertising fees. Donating your boat to Cal will greatly assist us in advancing our many low-cost, high quality programs on the Bay.

**For more information,
Please contact Robert Anderson
510-642-8556**



YACHT FINANCING

LAUNCH YOUR DREAM

Let Dimen Marine help you enjoy the yacht of your choice by arranging the financing package to suit your needs. Loans: \$25,000 and up.

DIMEN

Marine Financial Services

BILL KINSTLER

**1070 Marina Village Pkwy, Suite 202
Alameda, CA 94501
510/769-8338**

**2727 Newport Blvd., Suite 203
Newport Beach, CA 92663
714/675-9840 • 800/832-8022
Fax 714/675-0124**

HARKEN

RACING TIP

Making Double-Ended Controls Work

Do you sometimes find yourself coming up short on double-ended control lines? Do you pull like crazy only to find the leeward line uncleated? Do you go to ease a control only to find that all you have on your side of the boat is three inches of line and a figure eight knot?

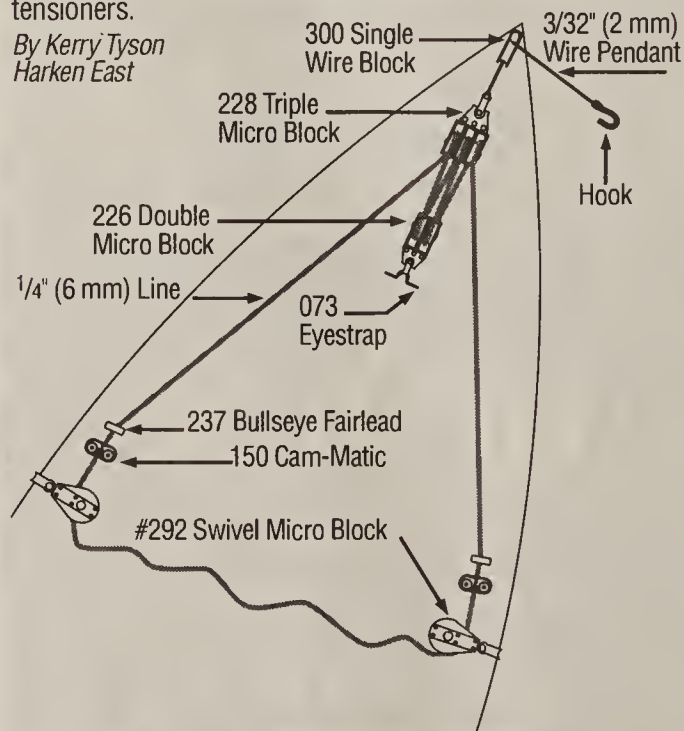
There's a simple way to make double-ended control lines work better and that's to make them continuous lines. Let's look at the example of a J/24 jib Cunningham to see how it works.

Run a wire pennant from the Cunningham ring down to a #300 wire single block mounted on the stem fitting and dead-end it to the head of a #228 micro triple. Mount a #226 micro double on a #073 eyestay near the bow cleat. Lead the line aft on each side of the boat to a #237 bullseye and a #150 Cam-Matic. Mount a #292 micro swivel block to the stanchion base just aft of the cleat. You need to position these parts carefully — line up the fairlead, cam and block so that the line cleats automatically when you pull from behind the #292 micro swivel single block. Leave enough room between the cam and the block so that you can get a hand on the line to uncleat it.

The key to this system is to splice the ends of the control line together to make a single loop. The splice needs to be very clean — if it's too big or too long, it won't run through the control blocks easily. Leave enough slack so a crew on the rail can keep the line in their hands.

This same continuous double-ended control line concept can work equally well on travelers or backstay tensioners.

By Kerry Tyson
Harken East



HARKEN

1251 East Wisconsin Avenue, Pewaukee, Wisconsin 53072 USA
Telephone: (414) 691-3320 • Fax: (414) 691-3008

LETTERS

same displacement. But as the waves got larger, the short, stubby hulls tend to pitch more. I noticed that the short hulls tend to fall off choppy wave tops and bury their bows, while longer, narrower hulls don't.

So far, none of my designs is an ultralight design; 300 pounds for a seven-foot boat doesn't cut it. None of my models flipped over, for when a breaking wave came over my open models of rowboats, they filled up rather than turned over. But even here, the narrower designs tended to fill up less than the wider designs.

These results are the same as mentioned in Marchaj's book: that it is the hull shape, not the displacement nor even whether it is a sled or a heavy displacement boat, that makes a seaworthy design.

A surprise of my testing — at least to me — is that my narrowest model, where the length divided by beam gave a ratio of 4.5, was also the fastest design, seemingly not limited by hull speed. All the wider designs threw up a very definite bow wave leading to a confining stern wave when towed. The narrowest didn't.

Karl Randolph
San Francisco

Karl — Be careful you don't get bogged down in theory and bath water. If indeed the narrower ultralights are faster, perhaps you'd like to take a crack at why Santa Cruz 70s are acknowledged to be faster than similar but narrower ultralights such as Merlin and MacGregor 65s except in windy dead downwind conditions.

IT'S PRETTY SKETCHY

This might sound strange, but I hope some of your readers might be able to help in educating me on the history of my boat. Last spring I became the proud owner of Kiwi 24, hull #7, buying her from Rick Kreps in Berkeley. He'd saved her from a local yard where she'd sat idle for four years.

The boat was designed by Ron Holland to the IOR rule and was built by Kiwi in Florida in 1974. Holland sent me some information from his office in Ireland — where he now designs lots of boat over 100 feet — but it's pretty sketchy. YRA told me only four had been rated for PHRF in the last three years; one for Lake Michigan, one for the Chesapeake, one for Southern California, and one for Northern California.

I'm interested in restoring mine and would like to hear from other owners or anyone with any information on the design. I can be reached at 1301 Columbia Drive, Woodland, CA 95695; or, (916) 668-1341.

Thomas Gardner
Sukey II
Woodland

COFFEE FIRST, GRANOLA SECOND, ORANGE JUICE THIRD

In September I took my Vanguard Alba on a coastal cruise from Richmond to Monterey via Angel Island, Half Moon Bay and Capitola.

It was on the 20th of September that we raced the fog down to Monterey. Every half hour I'd go down below and update my DR just in case the fog caught up with us. It's during one of the DR entries that I discovered that the '9' key, which puts my Vector Loran in 'course-over-ground' mode, wasn't responding.

Standing in the cabin hoping that the fog wouldn't catch us before we got to Monterey, I also discovered that I'd left the bilge pump in the 'auto' position. So I turned it off and then checked the bilge. It wasn't as empty as I hoped.

But when I flipped the switch to 'manual', nothing happened. I checked the fuse and discovered it was blown. I replaced it. The new one blew. I was not a happy camper.

We arrived in Monterey safe and sound, but by that time none of the six buttons on the bottom of the Loran were working anymore.

CQR ANCHORS

**IN 14K
AND
18K
SOLID
GOLD**

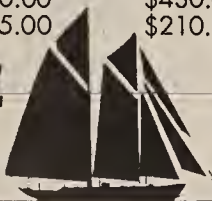


SHOWN ACTUAL SIZE

	14K	18K
LARGE BROOCH/PIN	\$380.00	\$455.00
SMALL EARRINGS	\$335.00	\$410.00
LARGE PENDANT	\$360.00	\$430.00
SMALL PENDANT	\$175.00	\$210.00

**MARLINSPIKE
JEWELRY COMPANY**

The ultimate marine hardware



**Call for a Free Brochure
(510) 838-1108**

**Outside Calif
Call (800) 942-9499**

P.O. Box 1249, Danville, CA 94526

Christmas Special: Save 15% Off Marked Prices

Satisfaction Guaranteed or Money Back



RAILMAKERS

SAN FRANCISCO BAY INC.

**STAINLESS
CRUISING
SOLUTIONS**

Advances in electronics and growth in practical cruising knowledge have combined to produce an eminently practical structure – the radar arch.

An impressive list of advantages for the cruiser includes the following:

- Electronics platform – the generous width of an arch naturally provides room for a veritable forest of electronics gear and deck lights.
- Solar panel/wind electric generator mount – this large gear sets up high, out of harm's way.
- Observation tower.
- Solid hard point for all manner of cockpit canvas awnings.
- Rigging construction – Railmakers S.F. Bay radar arch frames are strong enough to accommodate removable davits.
- All this capability weighs in at only about 75 lbs. and leaves the stern area virtually unobstructed.



**1924 Willow St. at Clement, Alameda, CA 94501
(510) 521-8966 • Fax (510) 521-0962**

Lower Lower Lower Lower

**Lower your boat loan payments.
Refinance now!**

Refinance for a more favorable rate or term.

Put the money you save in your own pocket.

Very competitive rates available on yacht purchases.

Call for information on the variety of plans offered by America's leader in yacht financing.

Joan Burleigh

(510) 865-3600

2415 Mariner Square Drive
Alameda, CA 94501

OR

Bob Allen

(714) 261-5222

1100 Quail Street, Suite 210
Newport Beach, CA 92660

ESSEX CREDIT CORPORATION

Loans will be made or arranged pursuant to a California Department of Corporations Personal Property Broker license or Consumer Finance Lender license. Minimum loans \$25,000.



Join us at our
Christmas Open House
Buffet Lunch
Friday, Dec. 17
12 - 6 pm

Winter Discount in Effect

Hogin Sails will be closed
Dec. 18 through Jan. 2

HOGIN SAILS

Specializing in cruising sails for 25 years
 New Sails • New Covers • Repairs
 Recuts • Used Sails



In the Alameda Marina at
 1801-D Clement Ave. • Alameda, CA 94501
(510) 523-4388
 Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

LETTERS

I was so lazy the foggy morning of our first lay day in Monterey that I actually had breakfast out of order. Coffee first, granola second, orange juice third. Then I set about fixing what was broken.

I called West Marine's Watsonville repair facility and left a message for the service manager. While I waited for him to call back, I went to the local chandlery and purchased batteries for the dead flashlight and a 'bilge-zorb' to suck up the diesel in the bilge. I thought about a replacement bilge pump, but decided to wait until I was sure the one I had was really broken.

Sure enough, when I got back to the boat and poked around in the bilge, I discovered that the bilge pump had come loose from its strainer and one of the chunks of God-knows-what that hangs out in my bilge had somehow lodged itself in the intake, effectively jamming the pump.

I cleaned the pump, re-seated the strainer and resubmerged the whole thing. It worked fine and didn't blow the new fuse I put in.

Then Bob Waybright, West Marine's Service Manager, called back and said he'd try to find someone headed toward Monterey who could bring me a swap for my broken Loran. Just before 1800 that evening, Dave Morris of Port Supply swapped me a reconditioned Vector Loran for my non-functioning one. By that time I was a happy camper again.

Larry Rosenfeld
 Alba, Vanguard
 Brickyard Cove

❏ I CAN'T SEEM TO FIND ONE

Does anyone out there own or have knowledge about Cal Cruising 36s or Cal 36s?

I am looking to trade my wonderful old Cal 30 Mk I for a larger boat so that I can take my wife and two small children south in search of adventure. The Cal Cruising 36 would seem to fit the bill. Trouble is, I can't seem to find one around here. I would love to speak with anyone who has knowledge of these designs and hopefully get a chance to sail on one. Anyone who might be able to help can reach me at (408) 741-0880 or 20221 Thelma Ave., Saratoga, CA 95070.

And if anyone would like to go sailing — or racing — on my Cal 30, I would love to take you out. She's berthed at Brisbane's Sierra Point Marina.

On another subject, it would save everyone a lot of trouble if, when you print the Crew List, you would include the location of the boats looking for crew. Being from the South Bay, for instance, I would prefer not to crew on boats sailing out of Sausalito or Richmond because it's too costly and time-consuming to get there. So perhaps next time could include a simple code with the listings to designate harbor or area.

John Felch
 Cal 30, Kona
 Saratoga

❏ THE WARMEST HOSPITALITY

I had the good fortune to cruise Mexico last season aboard *Oriana*, a Pearson 424 ketch skippered by my friend Bill Skaer, with myself and Richard Rivera as crew. A highlight of our trip was our call at Chacala Cove, which is on the mainland between Puerto Vallarta and San Blas. Not only is it the single loveliest example of your basic palmed and *palapa'd* paradise with its secret village, broad beach and friendly people, it's also the site of Mar de Jade (rhymes with hardy toddy), a volunteer organization that runs a medical clinic for local people in the nearby town of Las Varas.

Mar de Jade is housed in a two-story pink stucco house on the south end of the beach and in the adjacent thatched cabañas arranged along a jungle stream that flows into the cove. It was founded and is still run by Laura del Valle, a Mexican doctor, and her American husband Richard.

It was originally conceived as an Esalen-style retreat; it's open to

HAULING YOUR BOAT OUT IN THE CITY CAN BE MORE FUN!



Enjoy complimentary lunch for 2 at our restaurant *The Ramp*, S.F.'s most popular waterfront patio meeting place.



San Francisco's Complete Yacht Repair and Marine Supply Center.
30-Ton & 40-Ton Travelifts • We Service Volvo Penta, Mercruiser, OMC

835 China Basin St., San Francisco Foot of Mariposa Street
(415) 626-3275 or toll free (800) 626-1662

SPARKY MARINE ELECTRICS

LIGHT UP YOUR NIGHT

This Holiday Season with:

Alpenglow Marine Lights

CANTALUPI Yacht Lights

MODERN BOATWORKS

OSRAM COPILOT

Many Different Styles in:
HALOGEN and COMPACT FLOURESCENT
all on Display

Great Gift Ideas:



Solar Nicad Battery Chargers
Solar Safari and Cool Caps
Solar Charged Flashlights
Ultra-Torch soldering/heat tool

In the Bay Area:

1-800-500-6726

or

415-332-6726



Open Saturday 10am to 3pm
Weekdays by Appt.



The Cruising Gear Preferred by the BOC Single Handed Racers

For the cruising sailor the best self-steering device is the MONITOR. It is *proven* and has superior features.

- Stainless construction
- Maintenance free, superb bearing system
- Infinite remote control
- Flip up/down water paddle

The MONITOR performed flawlessly in the 1990-91 BOC. Among the eight Class II (50 ft) boats that finished the race, seven had windvanes.

Five of these vanes were MONITOR windvanes and two were Aries (no longer manufactured).

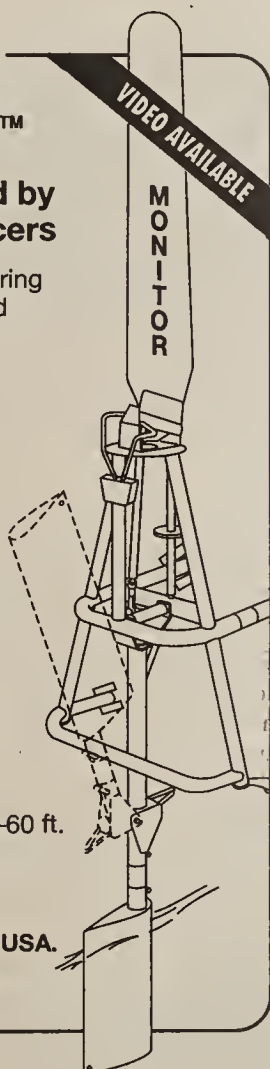
The individually factory designed mounting system makes the MONITOR the best choice for most boats from 20-60 ft.

Factory direct:

SCANMAR MARINE PRODUCTS

298 Harbor Drive • Sausalito, CA 94965 USA.

Tel. (415) 332-3233 • Fax (415) 332-0957



G A N I S C R E D I T C O R P .

WHERE BOAT LOANS ARE SMOOTH SAILING

Whether purchasing a new boat,
a used boat or refinancing an existing loan,
GANIS CREDIT CORP
has the right program for you...

Call the Marine Finance Specialist Today!



**GANIS
CREDIT
CORP**

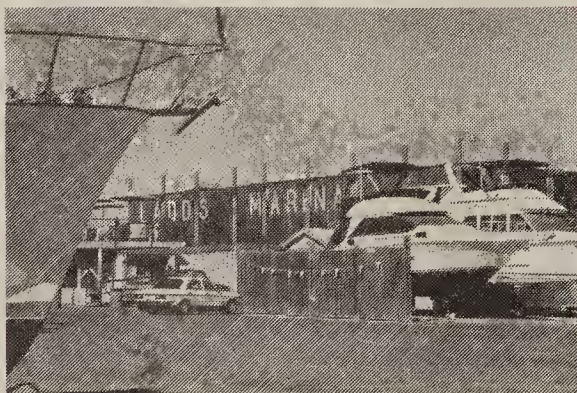
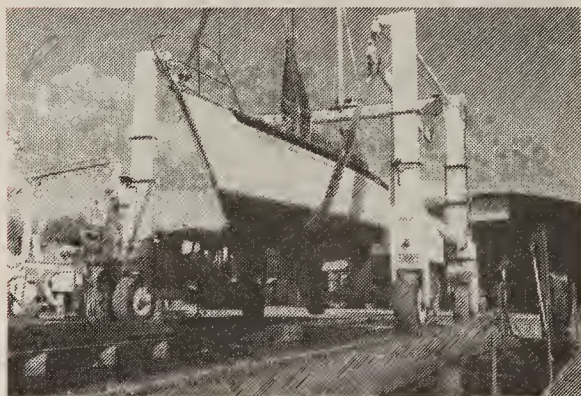
1070 Marina Village Pkwy.
Alameda, CA 94501
Phone (510) 521-5023

Alameda • Boston • Dallas • Ft. Lauderdale • Houston • Newport Beach • New York • San Diego • Tampa



Full Service Boat Yard

over 40 years in business



(209) **477-9521**

with this ad, offer good through Mar. '94 – Call collect!

BLISTERS

Gelcoat Removal

6 coats of resin & 2 coats of Pro Line Vinyl
Drying time (up to 4 months free)

ONLY \$159 PER FOOT

All workmanship is guaranteed.
Delamination & fiberglass work is extra.

San Joaquin River, Buckley Cove, Stockton
4911 West March Lane, Stockton, CA 95219

LETTERS

doctors, nurses, midwives, med students, trades people — anyone with a pertinent skill who was willing to help. They get no help and little cooperation from the Mexican government. The Mar de Jade staff and volunteers showed us the warmest hospitality, allowed us to share their communal meals, and invited us to a benefit rodeo in Las Varas. What a party, as the Nayarit rodeo is essentially a beer bust and dance.

Mar de Jade is in a state of transition. Money is scarce and the clinic is suffering. They will probably be forced to commercialize the Chacala retreat and are considering ways to earn income serving the boaters and other tourists. They already offer Spanish lessons and meals. They wanted our ideas — we told them that the yachties always needed safe water, clean fuel, a secure dinghy landing, showers and laundry facilities. Showers and a laundry are already in place. The food is good and cheap, the company excellent.

One of Mar de Jade's most persistent problems is getting medical supplies to the clinic duty-free. Supplies literally have to be smuggled in. Here's where southbound cruisers can play a part. Mar de Jade gets many of its supplies from Direct Relief International, located in Goleta, just west of Santa Barbara. Southbound yachts with Puerto Vallarta and Mazatlan on their itineraries could call at Santa Barbara and take a load down. It would be much appreciated.

Willing skippers with extra space should contact: Laura del Valle, Mar de Jade Cross Cultural Retreat Center, APDO 81, Las Varas, Nayarit, Mexico 63715. (327)-2-0184; Direct Relief International, 27 La Patera Ln., Goleta, CA 93117-3251. (805) 964-4767; Edsel Dent (Agent for Mar de Jade), 45658 Miami Pl., Oakhurst, CA 93644. (209) 683-2353 or (209) 683-7958.

These people are all doing a terrific job and could use our help.

Don Weitzel
Ventura

Readers — Dr. del Valle is all right by us. We encourage as many cruisers as possible to help her and her staff out.

SO CLOSE YOU CAN SCREAM AND TASTE IT

With regard to your methods of recovering crew overboard, the steps can be reduced to one. You simply yell 'Man overboard!' while throwing the helm over. That's all because:

- 1) The boat will heave to.
- 2) You will stop and drift down exactly to the MOB.
- 3) The lady makes sure the boat heaves to with helm.
- 4) The big man gets ready to snag the dummy.

I have practiced this and it works when sailing to weather.

5) If things go wrong, at least you're still so close to success that you can scream and taste it.

Donald 'the sailmaker' Goring
San Francisco

WHY SHOULD THESE FOLKS CHANGE?

We've been avid readers of your great rag for many years. However, we were shocked reading Danny and Cindy Cram's August *World of Chartering* piece regarding a bareboat charter they did in the British Virgins. We felt compelled to set other potential charterers straight, as the Cram's comments about the locals may scare away some future charterers to that fine area.

Before we go into the details, the only disappointment we — okay, me the male — had during our charter in the British Virgins was running into *Drumbeat III* at The Bight at Norman Island. The disappointment was with regard to the fact that none of women had been equipped with chest 'flotation devices' available from Dow Corning! All I saw were old, wrinkled, and sun-dried 'flotation devices'. Thank God they weren't as fully exposed as the ones that had been printed in your pages!

But to the point. The locals we met on all of the British Virgins were the most friendly and lovable folks we'd ever met. Our trip

EMERY COVE

YACHT HARBOR

35' TO 60' BERTHS AVAILABLE NOW!

- One of the cleanest and most secure yachting facilities on the Bay •
- Immediate central access to the San Francisco Bay •
- Rent-to-Own plan available for your boat slip •

EMERY COVE TENANTS ENJOY THE FOLLOWING:

- 10% Discount at local chandlery •
- Guest berths available up to 65' •
 - Fuel dock, pump out •
 - Yacht brokerage services •
- On-site security • Showers & laundry •

NEW TENANTS

One Month FREE RENT
plus Captain Emery's
Sumptuous Dinner for Two
gift certificate at Trader Vic's!

LIMITED OFFER



TRADER VIC'S

(510) 428-0505 3300 Powell St. • Emeryville, CA 94608



**BAY
YACHT
SERVICE**

Since 1979

Alameda, CA

(800)
309-BOAT

(510) 521-9968

**HOT
HOT
HOT**

FORCE 10

**HOT
HOT
HOT**

BLUE JET DIESEL HEATING SYSTEM

"At last a breakthrough in diesel heating"

- Guaranteed to Burn All Grades of Diesel Fuel with No Burner Adjustments
- "Zero" Smoke Running Cycle, No Carbon Buildup, Fouling or Smell
- Tungsten Ignition, No Glow Plug
- Low Power Consumption
- Quiet, Low Noise Consumption
- Compact Quiet Heater Can Be Mounted in the Bilge, Engine Room or Lazarette
- Fuel Stingy, High Efficiency Heat Exchanger

Dealer for:

- AMPLE POWER CO.
- CRUISING EQUIPMENT CO., REGULATORS & MONITORS
- HEART INVERTERS
- FORCE 10 CABIN HEATERS
- POWERLINE ALTERNATORS
- SIEMENS (ARCO) SOLAR
- SOLAREX SOLAR
- A COMPLETE LINE OF LIQUID AND GEL BATTERIES

Complete Electrical Design and Consultation Service

**SPECIALISTS IN COMPLETE BATTERY
POWER AND CRUISING SYSTEMS**

30 TON BOAT LIFT!

OUR RATES AND SERVICE ARE BETTER THAN EVER!

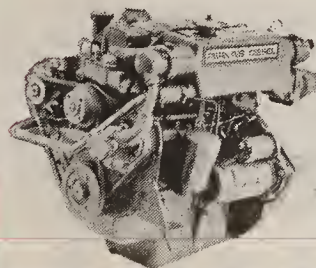
- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

- A FULL SERVICE BOAT YARD -

NO JOB TOO BIG!

Perkins

Authorized Dealers
Sales • Service



- Engine Repair, all makes
- Engine Repower
- New Engines, parts, sales
- Rebuilt Engines
- Generator Installation & Repair

**BRITISH
MARINE**

#9 Embarcadero Cove
Oakland, CA 94606

(800) 400-2757

(510) 534-2757

Conveniently located on the Oakland Estuary - 2 blocks from West Marine

Sail... to the source TAP Plastics

- Fiberglass Fabric and Fillers
- Polycarbonates and Acrylics
- Epoxy and Polyester Resins
- Foam for Flotation and Insulation Pour or Spray-in-Place
- Custom Acrylic Fabrications
- We Make Windows and Hatch Covers
- Vinyl Lettering
- We Have Kevlar® and Knytex™

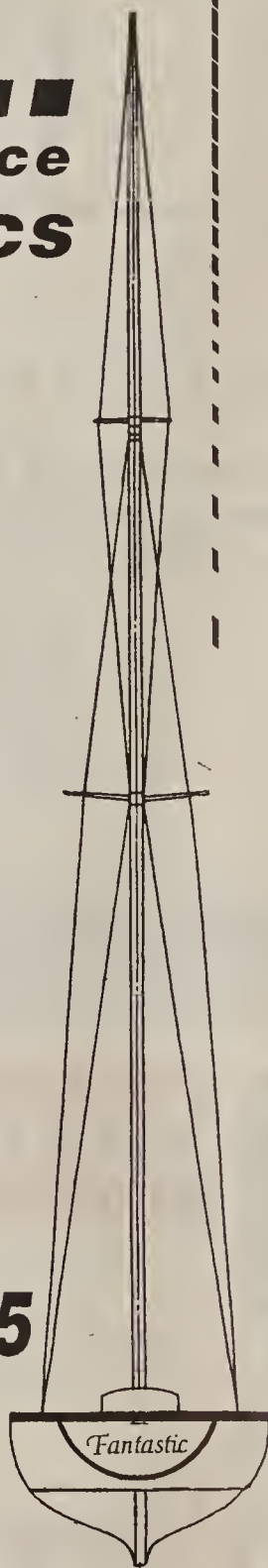
To locate a store near you call:

1 800 246-5055

Use within Northern California
or call (510) 778-1223

- San Leandro
- San Francisco
- San Mateo
- Mountain View
- San Rafael
- Santa Rosa
- Fremont
- Dublin
- Pleasant Hill
- El Cerrito
- Pittsburg
- Stockton
- San Jose
- Sacramento

Open Mon-Fri 8-6, Sat. 9-5



The Fantastic Plastic Place



LETTERS

ended with hugs, tears and gifts to us from these same locals that are supposed to scowl at affluent white Americans. The basic reason for cruising in general, in our view, is to meet and enjoy the different people and cultures of the world. When traveling to the Virgins, you simply need to put yourself in their world.

As with any cruising destination, we visitors are the intruders. Why should these folks change their lifestyles to meet the expectations of American yuppies? If you simply get off the plane, grab a rum punch and say, "Hey man, may I visit your islands, man?" As silly as that might sound, it will enable you to be well-received. Anybody who comes to the British Virgins and says, "I want service and I want it now!", will wait for a very long time. In reality, I hope they wait until hell freezes over.

Who the hell do Dan and Cindy think they are, anyway? It's people like them who give Americans a bad rap and make the locals so disgruntled. Like the Crams, we are also successful business people who could afford such a trip. But what makes them think they are so high and mighty? If we would all go back to basics, we would find that the concept of 'When in Rome, do as the Romans', is very workable. If you want a drink or a towel, you should have gotten them yourselves. After you do something like that, you'll find they'll wait on you hand and foot.

For those of you contemplating a trip to the British Virgins, do yourself a favor and go! go! go! If you need a break from the rat race to keep your sanity, where else can you start off the day in the liquor cabinet? And the best part is that your neighbors will do the same thing. Ah, the British Virgins! The water is perfect for swimming 24 hours a day and the sailing is beyond belief. And the locals will take you in like family if you're willing to treat them the same way.

Please don't miss out on an opportunity to charter in the British Virgins, as you will relish the experience for a lifetime. That's why we'll be back there come the last week of April 1994 for a ten-day blast! We're going to be lucky enough to be among the first to sail the new Freedom 40/40. Since it will be hull #1 and the only 40/40 at sea, we'll be easy to spot. Just hail us or pull on up. Some of us understand that to just lay back, make good friends and enjoy a good brew is the reason we are sailors rather than powerboaters.

A last note to the *Latitude* staff and the friends from all over the world we have met while bareboating: keep the spirit of freedom alive. You at *Latitude* have made our dramatic move from beautiful Dana Point to Tucson much easier by making us feel that the sea and its lovers are always just a stone's throw away. We recently bareboated in San Diego, which has a vast *Latitude* following.

We hope everyone will now join us in a glass of bubbly. Forget the crabcrushers versus the racers, forget the other ongoing bitches we all find in this rag, and take a moment to remember the locals, and friends from all over the world that we have met. For that is why we are cruisers, dreamers, and most of all, alive!

Bret & Lisa Andreasen
Tucson, Arizona

Bret & Lisa — We've spent quite a bit of time chartering in the British Virgins and we like the British Virgins. Nonetheless, we think the reality lies somewhere between your perspective and the Crams'. We feel quite comfortable with the people of the British Virgins, but there have been a few unpleasanties:

When checking in at Soper's Hole one day, we were prevented from leaving until the Immigration officer gave us a 20-minute fire and brimstone lecture on the importance of religion in our lives. It wasn't needed. On another occasion, an Immigration officer repeatedly and viciously berated a female crewmember of ours. Her crime? Trying to help her boyfriend, who wasn't fluent in English, answer the man's questions.

When in the Virgins, we don't expect service to be swift. That is indeed part of the charm. But one night we, the Wanderette and the young Wanderlings ordered BBQ'd chicken at a place on Jost van

COMMITTED TO NORTHERN CALIFORNIA

For 23 years all of our designs, personnel, equipment and investment have been focused on being the best local loft in Northern California.

- Unsurpassed technology
- Personal attention
- Performance
- Durability

Larsen Sails

Designed for Speed - Engineered for Durability

*Just Call. We're ready
to build your next sail.*

(800) 347-6817

Santa Cruz
Bob White • Kurt Larsen
(408) 476-3009 • Fax 408-479-4275

DONATE YOUR BOAT TO THE SCOUTS

Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.



CALL US TODAY!

STANFORD AREA COUNCIL

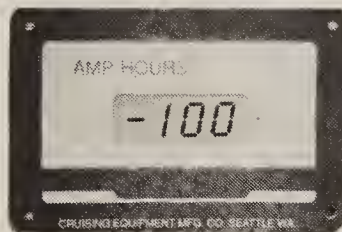
BOY SCOUTS OF AMERICA

Ask for Carrol Bayer

(415) 327-5900



WINTER SPECIAL



Amp Hour + 2 and
Ideal Regulator
Complete Package
for Only

\$479



ALPHA Alternator Regulator

A powerful, easy to install regulator that maximized battery life and minimizes change time. Rugged, simple, owner installable and affordable.

Complete Electrical Upgrades, System Design, and CAD Documentation

SOFTWARE

Weatherfax - **HFFAX** (free with purchase of SSB)
Windows compatible Ver. 6.0 \$109

CAP'N - Tides and Currents, Chart Finder,
Celestial Nav, databases, wxfax Call

Maptech Pilot and Professional Charting
Electronic charting, true NOAA charts on your
P.C. at half the price of charts Call

Starboard - Sailing simulator for MAC or P.C.
FREE with purchase of GPS \$59.95

GPS Micrologic Supersport \$449
Micrologic Admiral \$1,229
Free software with purchase of GPS

**ALTA MARINE
ELECTRONICS**



Store location in Grand Marina
2021 Alaska Packer Place, Ste. 8
Alameda, CA 94501
(510) 523-6011
Fax (800) 701-6655

SAIL EXCHANGE

THE SAIL BROKERS

USED SAILS UP TO 70% OFF

OVER 2,000 MAINS, GENOAS AND SPINNAKERS
ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663
800-628-8152

**All of us at Modern Sailing Academy
wish you and yours a very
Happy Holiday Season.**

**Specializing in the
highest quality sailing
instruction**

- Each instructor has over 20 years experience and a 100 ton Coast Guard license.



Sausalito, CA

(415) 331-8250 • (800) 995-1668

• DON'T BE JUST A FAIR-WEATHER SAILOR! •
Improve your "go to weather" sailing skills and be ready to skipper in the Spring.

*** WEEKEND OUTING ON 30-36' SAILBOAT**

A great opportunity to become acquainted with sailing.

- Saturdays & Sundays, \$45 ~ 11:00-2:00, 2:30-5:30, 6:00-9:00
November/December Rate \$30

*** ASA BASIC COASTAL CRUISING**

(All instruction on 30'-32' Sailboats)

Learn skills to safely sail and skipper sailboats 32' and under. Emphasis is on sailing as skipper, docking and maneuvering under power, crew overboard recovery and anchoring.

- Weekdays: Five days (40 hrs), \$645
- Weekends: Six days (48 hrs), \$795

Call For Winter Discounts!

*** ASA BAREBOAT CHARTER
AND NIGHT SAILING COURSE**

This 3-day, 2-night intensive course begins with extensive docking under power on a 40' + sailboat. Boat systems, anchoring, emergency procedures, advanced sailing techniques, the Quick-Stop and Fast-Return crew overboard recovery method and navigation are covered in this course. (Limited to 4 students.) \$495

NEW — A GREAT CHRISTMAS GIFT!

*** ASA COASTAL NAVIGATION
CORRESPONDENCE COURSE**

(Final exam taken at our office in Sausalito)

Our study guide provides a full range of navigational and piloting information, practice questions and answers, textbook and charts. Everything needed to pass your ASA test.

Also included is tutoring over the phone or in person.

- \$95 includes textbook, all materials and ASA testing.

*** ASA ADVANCED COASTAL CRUISING**

This course integrates a wide range of sailing and navigating techniques on a 42' to 50' sailboat. Designed for the individual who intends to be prepared for serious cruising. This 3-day, 3-night offshore course will be a realistic sailing and navigation experience. (Limited to 4 students.) \$595.

*** ONE DAY TRIP TO THE FARALLONES**

GPS navigation and ocean experience on a 40' plus sailboat.

• \$185

SAILING CLUB & YACHT CHARTERS

LETTERS

Dyke. An-hour-and-a-half after ordering — during which time we made several polite inquiries about how things were coming and were sold a number of rather expensive drinks — we were curtly told they were out of chicken and dinner was no longer being served. It wasn't a big deal, but then it wasn't very charming either.

To conclude our survey of bad experiences in the British Virgins, a ladyfriend of ours was once walking ahead of us down a street in Roadtown. A group of 13-year-olds took some minor liberties with her fanny, after which they loudly described the methods by which they could bring her to ecstasy. Such studs!

Would we go back to the British Virgins? In a flash. The sailing is exceptional and the overwhelming majority of people are very friendly.

WE WORK HARD AT IMPROVING THE QUALITY

As the director of the BVI Tourist Board, I am writing in response to Danny and Cindy Cram's August letter regarding the British Virgin Islands. Their letter was read with concern as we in the BVI pride ourselves on the high quality of our country as a premier travel and sailing destination.

First, I should point out that the Cram's letter made a few references to places and bad experiences that are associated with the U.S. Virgins, not the British Virgins.

As many of your readers know, the people of the BVIs take pride in the natural beauty of our territory and the warm hospitality of our people. In fact, the BVI promotes itself as the place where travellers can "discover nature's little secrets." We also are very 'yachtsmen-friendly' and have the largest fleet of charter and bareboat yachts in the Caribbean. We work very hard at maintaining and improving the quality of our islands as both a place to live and visit.

One of the key elements of our tourism product is the hospitality of our people. In general, our people are polite and helpful to tourists. We have a strong sense of community in the BVI, which makes our territory one of the safest and most tourist-friendly destinations in the Caribbean.

I regret the Crams did not enjoy some of their time in the BVI and would like to invite them and any other travellers to the BVI to contact me if they experience anything less than a very hospitable welcome from our people. I can be contacted at: The BVI Tourist Board, Social Security Building, Waterfront Drive, Road Town, Tortola, The British Virgin Islands. Tel: 809-494-3134; Fax: 809-494-3866.

We look forward to welcoming the readers of *Latitude 38* in the British Virgin Islands.

Russell Harrigan
Director,

British Virgin Islands Tourist Board

FAIR DEALING, GOOD WORKMANSHIP

Further to *Setting Sun's* letter in your August issue, I would like to add a word of praise for Mexican shipyards in general — and one in particular. Fair dealing and good workmanship are the keynotes here. As for the particular yard I want to mention, Abel Bercovich is situated just a little north of La Paz.

A few weeks ago was the fourth time that I have hauled out at the Bercovich yard, and each time I have received excellent service. This last time I was out of the water only 52 hours, during which time the bottom was scrubbed and sanded, the water-line raised two inches, and three coats of bottom paint were applied.

I would also like to mention that it was the Bercovich yard which managed to pull the 41-foot yacht *Tovichka* off the sand south of Magdalena Bay where she had been accidentally beached a couple of years ago. When the account of this was written up in various magazines, only the gringo yachting community was mentioned in particular, and thrown in at the end was, "... and some Mexicans also helped." To me, this is not adequate recognition for the

- ★ Authorized sales & service for major marine electronics manufacturers
- ★ In house bench repairs by FCC licensed technicians
- ★ Authorized dealer PacTel Cellular



SALES
SERVICE
REPAIRS



WHAT ABOUT RELIABILITY?

B&G has earned the respect of racers and cruisers worldwide for the reliability and accuracy of their product range.

The B&G Network system performs aboard boats from 16' up. For power and sail at very attractive prices and terrific value.



B&G®
EXCELLENCE IN MARINE ELECTRONICS

CALL TODAY!
(619) 226-8600
FAX
(619) 226-8624

Rosecrans	Scott St.	Carlton St.	Kettenburg Shipyard
			★
		Shafter St.	Shelter Island Drive
	Canon St.		

1233 Shafter Street, San Diego, CA 92106

DEVELOPING NEW/USED MARINE ITEMS NETWORK

RECYCLING MARINE EQUIPMENT DATA BANK

Sell/Buy/Negotiate - By - Phone/Fax/Letter

TO SELL ANY ITEM:

List Item(s) to sell/Condition (1-10, 10=New)
Price/Size/Mfg/Age/Ser#/Price/W-Phone/FAX

TO BUY ANY ITEM:

Submit Want List(s)/W-Posted Self-Addressed
Envelope/W-Phone/FAX

CHARGES:

Listing Charge (Buy/Sell) (One Time)\$5.00

TO SELL:

Per Item List ea (\$5.00 Max)50

TO BUY:

Per Item List ea (\$5.00 Max)50

BOATS BUY/SELL:

SELL List Charge .ea\$5.00

BUY List Charge Class/Type/Mfg.

By Length...-30', -35', -40', 40+\$5.00

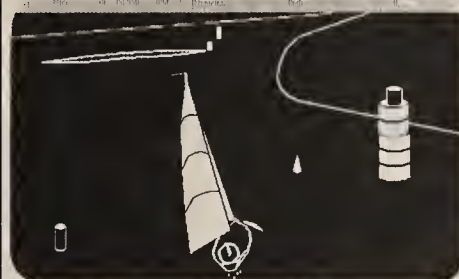
MAIL REQUESTS TO:

RMEDB c/o P.O. Box 746, Tiburon, CA 94920

SIMULATORS

FUN! LEARNING!
EXPERIENCE!

-MACINTOSH-
-IBM/Compatibles-
for DOS or
WINDOWS **NEW!**



FOR SAILORS: Choose from two simulators:

COASTAL CRUISING SIMULATOR: Practice essential cruising skills. Navigate using LORAN/GPS, handbearing, RADAR & dead reckoning. Coastal, Inland Waterway, Island scenarios. Shorelines, chart, weather & tide differ each cruise. Plan your route & anchorages, set multiple anchors, enter your slip. Set & trim sails or motor. Deal with electronic or engine failures, fog, squalls, shallows, ship traffic & more! 10 difficulty levels. 3D graphics. Manual provides extensive cruising advice.

SAILBOAT DYNAMICS SIMULATOR: Experience realistic steering & sail trim. In the *dinghy*, control mainsheet, tiller & crew position. The *daysailing sloop* adds jib & spinnaker action. A *cruising sloop* adds reefing, a wheel & heavy boat momentum. Your *racing sloop* has complete sail shape controls. Practice docking, mooring, man over-board recovery, dead reckoning & collision avoidance. Race the clock to improve sail trim & windshift skills. Safe, private sailing for **beginners**. Challenging boat handling for **advanced sailors**. 3D graphics. 10 difficulty levels. 100 page manual has special beginner sections.

FOR RACERS: Choose from four simulators.

All have strategy of windshifts, optional currents, continuous performance feedback & many difficulty levels. Every race is different. Manuals provide extensive racing advice. Realistic tactics, prestart maneuvers & Instant Justice Protest Committee are unique to our simulators.

TACTICS AND STRATEGY SIMULATOR: Master many tactical situations in a 15 boat fleet. 1 or 2 players. Match race option. Very realistic interaction of winds & optional tidal currents with complex shorelines. Race in a lake, tidal sound, around an island or in a variety of coastal scenarios. Simultaneous tactical & strategic overhead views of course & competitors. Close-up 3D view of your boat. View wind & current speed & direction over entire race area. "Page ahead" to study future current charts. Same boat types as Advanced Racing Simulator. Simplified sail controls & boat handling let you concentrate on **tactics & strategy**.

ADVANCED RACING SIMULATOR: Challenge for experts! Great practice for mid-fleet finishers! You steer, trim & shape the mainsail, position crew, watch for puffs on the water, decide tactics & strategy. Sail an *Offshore Racer*, *Keelboat*, *Laser*, *Snipe*, *Thistle* or *Lightning*. Select *Offshore Racer* length, displacement, sail area, rig & use target speeds. **Very realistic boat handling.** Aggressive 10 boat fleet. 3D graphics.

CATAMARAN RACE CHALLENGE: Similar to Advanced Racing Simulator but with realistic, thrilling catamaran performance in 3D graphics. *Tornado*, *Formula 40* & *A Class cats*. Fast 10 boat fleet.

SAIL RACE CHALLENGE: Complete sail controls & detailed view of mainsail, genoas & spinnakers make this our best racing simulator for **sail selection & sail trim**. Select length, displacement, sail area & rig for your *Offshore Racer* or *Keelboat*. Smart 10 boat fleet.

All simulator diskettes contain **color** and **monochrome** versions.

SATISFACTION GUARANTEED! Return for any reason within 2 weeks.

PRICE: US \$49.95 each for DOS & MAC (\$54.95 each for WINDOWS) plus \$4 shipping on total (\$8 ship. outside U.S. & Canada). **30% discount** on additional simulators when you buy one simulator at full price in the same order. CT residents add 6% sales tax.

Upgrade to WINDOWS: Send in your DOS diskette & US\$27 (\$17 if DOS vers. purchased after 1/1/93). WINDOWS versions have new features & even better graphics. Requires WINDOWS 3.0/later & mouse/equiv pointing device.

POSEY YACHT DESIGN 101 Parmelee Road, Haddam, CT 06438
24 hour order hotline **203-345-2685**

☐ COASTAL CRUISING SIMULATOR ☐ SAILBOAT DYNAMICS SIMULATOR
☐ ADVANCED RACING SIMULATOR ☐ SAIL RACE CHALLENGE
☐ TACTICS & STRATEGY SIMULATOR ☐ CATAMARAN RACE CHALLENGE
☐ IBM/compat ☐ DOS ☐ WINDOWS disk ☐ 3.5" ☐ 5.25" ☐ MACINTOSH

Name

Address

MasterCard or VISA #

Exp. Date Phone No.

☐ Check (US\$) ☐ C.O.D. (US only) Signed

REQUIREMENTS: Any **MACINTOSH** with at least 512K. System 7 compatible.
DOS: 256k + graphics (VGA EGA CGA Herc). **WINDOWS:** Win.V.3.0/later + mouse/equiv.

SCHOONMAKER POINT MARINA IN SAUSALITO



"Sausalito's finest marina"

- 160 Berths
- Handling up to 200' Yachts
- Guest Moorage
- Dry Storage
- Three-ton Hoist
- Deli
- Build to suit up to 66,000 sq. ft.
- Waterfront, offices, industrial and commercial space.
- Rowing
- Kayaking



85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965

Phone (415) 331-5550

FAX 415 331-8523

LETTERS

Herculean achievement wrought by Bercovich and his men in getting Tovichka refloated with minimal damage.

Alan L. Jaggs
La Paz

↓↑AN ATOMS VANE

After years of reading and enjoying *Latitude*, I'm writing to ask your readers' help. I just purchased an Atoms steering vane from Minney's down here in Newport. Most of it's together, but there is no paper work. Can anybody send me copies of installation and/or operation specs? Even a photo or drawing of one hanging on a boat would be great. Information on the Atom can be sent to: *Catspaw*, P.O. Box 3682, Seal Beach, CA 90740.

Catspaw, my old (1964) Cal 30 is better than new and wants to see Mexico, so I guess we'd better indulge her. Maybe next year for her 30th birthday!

Thanks for all the hours and hours of reading over the years. You're always my favorite read.

Holly Scott
Cal 30 *Catspaw*
Seal Beach

Readers — Holly's motto is: "Life's too short to sail an ugly boat."

In as much as 'aestheticism' is just another 'ism', she's left herself wide open to persecution by those who revel being politically correct. "It's inappropriate," they'll contend, "to discriminate against boats on the basis of their being aesthetically challenged." But don't worry Holly, we won't hold it against you.

↓↑EMPTY VESSELS

I found Andy Garrison's October comments about the Passport 42 — he said it was "the best single acquisition I ever made" — very interesting. I'd like to communicate with Andy to take advantage of his expertise and ask a few questions about his Passport. Please publish my address so he can respond if he chooses.

Why do readers find *Latitude* more interesting than other publications? As you know, more than a few of your readers write that it's the only magazine they read cover to cover. I think the reason is because these days most publications are long on glitz and style and short on substance. Many magazines seem to be pretty but empty vessels — perhaps primarily intended to decorate the tops of coffee tables.

Latitude puts almost all its emphasis on substance — extensive detail and fact about the subjects covered. I believe that's what readers really want.

William Gloege
18173 Mt. View Court, Los Gatos, CA 95030

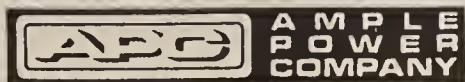
William — We've printed your address in the likelihood that Garrison would be delighted to talk about his boat. Actually, you might get more detailed information by writing Roger and Debby Cason of the Sausalito YC. While they have a slightly smaller Passport — a 40 rather than a 42 — they've been cruising her in the South Pacific for a couple of years and plan to continue for a few more. Their mailing address is 2040 Polk Street, #331, San Francisco, CA 94109. Say 'hi' to them from us.

As much as the *Latitude* staff would like to believe that people read the magazine cover-to-cover because of our brilliant talent and tireless efforts, the real reason is more banal. The truth is we lightly scent the paper with a fragrance that stimulates the brain the exact same way as does sexual arousal. The process, developed by the Japanese, is as expensive as it is effective.

↓↑THEY DO THE JOB THEY WERE INTENDED TO DO

We have received a copy of a letter from an owner of a Litton

**Get Charged Up for Christmas
with....**



105 Amp high output alternator with
3-Step regulator. December special:

INSTALLATION & CONSULTING
AVAILABLE

\$299.00

KVH
Datascop
\$225.00



TOOLS

DIGITAL MULTIMETER.....\$42.95

ULTRATORCH SOLDERING W/ HOT KNIFE.....\$99.98

USE WHAT THE PROS USE.

PC & MAC COMPUTER SOFTWARE

AEA FAX II FOR WEATHER FAX.....\$109.95

SAILING MASTER RACE SIMULATOR.....\$59.95

SOFTWARE SHIPPED VIA 2 DAY SERVICE

Farallon Electronics

2346 B Marinship Way Sausalito, CA 94965

415•331•1924

**H
E
W
E
T
T**

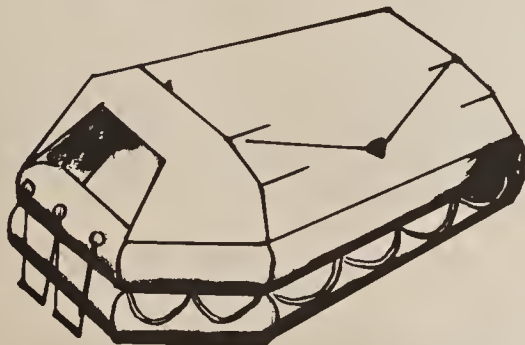
USCG APPROVED TESTING FACILITY

**SALES • SERVICE
REPAIRS • RENTAL • REPACKING**

OF

USCG, SOLAS, COMMERCIAL,
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
INFLATABLE BOATS**



MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

PLUG INTO OUR NEW ELECTRICITY!!

Vallejo
MUNICIPAL MARINA



**NEW
EXPANSION
OPEN!**

**291 Double Finger
Concrete Slips**

AVAILABLE FOR IMMEDIATE OCCUPANCY

- 30+50 AMP POWER •
- TELEPHONE SERVICE •
- FRIENDLY STAFF •

GROUPS • CLUBS • ORGANIZATIONS

BOOK YOUR RESERVATIONS!

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
- Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Shower

**A Great Place
To Meet For All Occasions!**

(707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

West Marine

We make boating more fun!



MAGELLAN
WE BRING GPS DOWN TO EARTH.™

New!

**Professional power—
affordable price!**

MERIDIAN GPS

- Rugged, waterproof, portable
- Tracks up to 12 satellites for quick position & speed info
- Stores 100 waypoints and one route up to 15 legs
- Position in Lat/Long or UTM coordinates
- NMEA data output drives autopilots, plotters, etc.
- Operates on 3 AA batteries
- Detachable antenna

Model 588400



499⁰⁰

New!

NAV 5000DX GPS RECEIVER

- New graphic display with plotter
- New customizable nav screen
- Differential-ready
- Tracks up to 12 satellites simultaneously
- Stores 1000 waypoints and 20 reversible routes
- Position in Lat/Long or UTM coordinates
- Waterproof—even floats!
- Includes NMEA 0183 interface ver. 2.0

Model 569400



799⁰⁰

Ref. # 1W97-595 Prices expire December 25th

6 convenient Northern California locations

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-D775
OPEN 7 DAYS A WEEK**

LETTERS

model 952 EPIRB which we are informed was sent to you by a Marshall and Dee Saunders for publication in your magazine. As will be pointed out below, the letter is inaccurate and misleading, and you may wish to consider the implications of republishing this kind of information.

The letters, entitled *A Cruiser's Alert*, indicates that the author's model 952 EPIRB, referred to as a Litton 406 in the letter, did not work after the author's sailboat was involved in a collision with a freighter. (It should be pointed out that the Litton model 952 is a type 406 EPIRB, the latter being a government designation).

The type 406 EPIRB, the kind which communicates with the NOAA satellites, cannot be tested by tuning into a pre-established frequency. The only self-test for the unit is the type described in the letter, and no other differing instructions are given to owners of commercial vessels. The only way the type 406 EPIRB can be tested to determine whether it is transmitting properly is in a laboratory having a screen room which prevents such spurious signals from reaching the satellite. Quite naturally, NOAA does not want such spurious test transmissions tying up its satellite facilities. The letter's author may be referring to an entirely different type of EPIRB unit which emits line of sight radio frequency signals which are simply designed to be sensed by receivers such as might be on rescue vessels in the vicinity and which do not communicate with the NOAA satellite.

It is correct that the signal from their EPIRB unit was not received by the NOAA satellite immediately after the accident in question. It is to be remembered that the satellites are on polar orbit and do not provide global coverage all the time. In fact, it might require two hours or somewhat more for a satellite to be positioned to receive a given beacon signal.

In investigating the accident, the Coast Guard retrieved the EPIRB unit and asked Litton to test it to determine whether it was operational. In that request, it was asked of Litton that the unit not be opened or adjusted in any way prior to such tests. Litton fully complied with that request. In writing, Litton requested the Coast Guard's presence at such tests, and in a written response, the Coast Guard declined that invitation.

Litton's engineers found that the unit, as received, was fully operational and fully capable of communicating with the NOAA satellite. This was reported to the Coast Guard. The unit has since been returned to the Coast Guard in its original condition. The innuendo in Saunders' letter to the effect that somehow Litton made the unit work after it was received, is false and defamatory.

Insofar as Litton can determine, the EPIRB unit in question was and is functioning properly. There are a number of reasons — owing primarily to the vagaries of radio transmissions and satellite positioning — why the signals might not have been received at the time the accident occurred.

EPIRB units which communicate with the NOAA satellites cannot prevent accidents, and they cannot ensure rescues; they are not life insurance policies. They work very well to do the job they were intended to do — as this particular unit would have done had it been given the opportunity to do so.

Gerald Lett

Litton Counsel, Intellectual Property Law
College Park, MD

Readers — We're a little bit confused — and we're not alone. Like a number of marine electronic professionals we spoke with, we assumed that the signal from a 406 EPIRB, no matter where it was set off, would immediately be picked up by a satellite. This apparently isn't correct, as it has to wait for a satellite to get into position.

But is this the only possible reason why Clam Bake's EPIRB signal wouldn't have been picked up? Tune in next month, as we'll try to have some answers.

ONE MONTH FREE RENT

with 6 month lease
this offer applies to all new berthers,
30' - 60' feet

Call for Details

LIVEABOARD BERTHS AVAILABLE

(Limited Number)

- Berths 30-ft to 60 ft
- Double Finger Concrete Slips
- Water, Electricity and Telephone
- 24 Hour Security Patrol
- Heated Dressing Rooms and Showers
- Laundry Room • 7 Day Harbormaster Office
- Complimentary Ice • Cable TV

**Berthing at Oyster Cove Marina makes boating easier,
more convenient and more enjoyable**

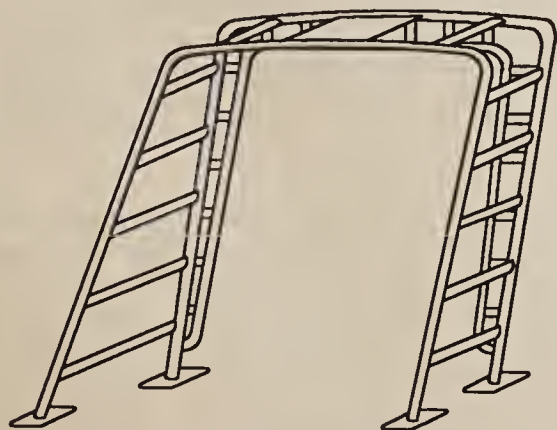


*Oyster Cove
Marina*

**385 OYSTER POINT BOULEVARD #8A
SOUTH SAN FRANCISCO
(415) 952-5540**

Alameda Prop & Machine

Props Shafts Railings SST Fabrication
Machine Shop Marine Supplies



*Radar Arches
Custom Fit and Fabrication*

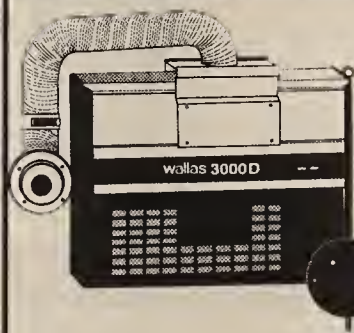
*Bow Rollers and Railings
Sheaves Gudgeons Goosenecks
Machining and Welding Big and Small*

At the Grand Marina Marine Center

Weekdays 8 to 5 Saturdays 9 to 3
(510) 522-7899 or (800) 774-7899

Introducing... The new wallas 3000 D

The technological
breakthrough in marine
forced air diesel heat



- New clean burning combustion system minimizes heater maintenance
- Exceptionally low battery current draw and noise level
- Thermostatically controlled adjustable heat range to maintain an even cabin temperature
- Quick and easy installation
- Low maintenance, reliable design

**SEE US AT THE
KINGDOME BOAT SHOW**

We carry a full line of propane,
kerosene, and diesel heaters.

(206) 285-3675

FAX (206) 285-9532

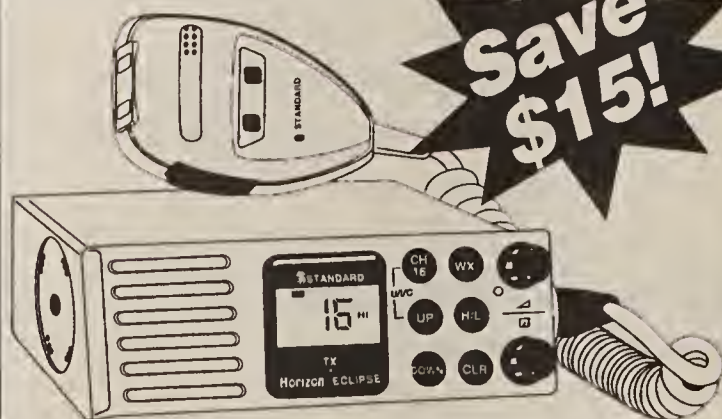
**SCAN MARINE
EQUIPMENT**

1144 WESTLAKE AVE N SUITE D
SEATTLE WA 98109

West Marine

We make boating more fun!

Standard Communications



HORIZON ECLIPSE VHF

- All US & Intl. channels
- Easy channel selection with UP/DOWN buttons
- Instant Ch. 16 access for emergencies
- Bright LCD display
- Fully gasketed for "wet" mounting locations
- Reversible front panel for mounting versatility

Model 407726 Reg. \$194.95

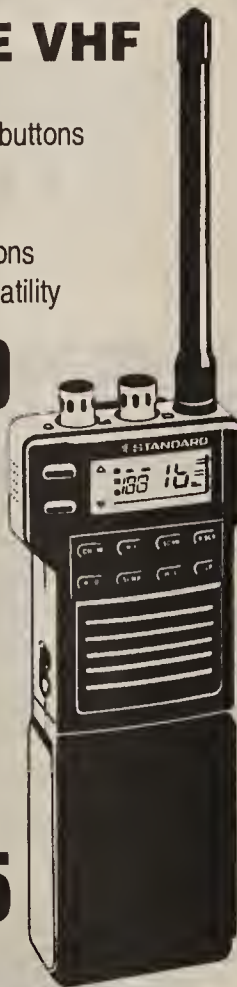
Sale 178⁵⁰

HX-230 HANDHELD VHF

- All US & International channels
- All-channel scanner w/Channel 16 "priority scan"
- 5/1 watts of switchable transmit power
- Battery saver circuit extends time between recharging

Model 452714

Only 244⁹⁵



Ref. # 1W97-595 Prices expire December 25th

6 convenient Northern California locations

S. SAN FRANCISCO	(415) 873-4044 ----- 608 Dubuque Ave.
SAUSALITO	(415) 332-0202 ----- 295 Harbor Dr.
OAKLAND	(510) 532-5230 ----- 2200 Livingston St.
PALO ALTO	(415) 494-6660 ---- 850 San Antonio Rd.
STOCKTON	(209) 464-2922 ----- 1810 Field Ave.
SANTA CRUZ	(408) 476-1800 ----- 2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

LOOSE LIPS

Eight bells.

One hundred ninety seven wins out of 200 starts. This staggering statistic is but one of the hallmarks of the amazing career of multihull designer, sailor and pioneer Lock Crowther, who died on September 28 of a heart attack while sailing off his native Australia. All the more amazing, the record mentioned above was set by the 25-ft trimaran *Jabberwock*, which Crowther designed and built in, ahem, 1957 at the age of 17. In the thirty-plus years since, some 2,500 of his designs have been launched. They include the Kraken 40 *Captain Bligh*, which proved beyond doubt that multihulls could be seaworthy in survival conditions — more than 20 years ago! In 1972, *Bligh* was the only yacht able to sail through Hurricane Emily in the Brisbane to Gladstone Race, an event which claimed several lives on other boats. *Captain Bligh* won by more than a day. Closer to the Bay Area, the Crowther-designed trimaran *Bullfrog* set the course record in the 1986 Singlehanded TransPac. It has yet to be threatened. In later years, Crowther saw the splashdown of some 25 commercial multihull designs, including a 250-person Hong Kong ferry and a 136-ft charter schooner. Personally and professionally, the lanky sailor with the wry sense of humor will be missed by many.

• We also note the passing of Keith White, who passed away in his sleep on November 5th in Honolulu. He was 50 years old. "We met so many wonderful cruisers while enjoying the waters of Baja aboard our sailboat *Ventolina*," wife Dorothy writes, "I wanted to let them know." The Whites finished their cruising lifestyle in 1987 and started A-1 Canvas and Awning in Honolulu. Dorothy reports she'll be liquidating the business and selling the boat before too long.

First lady.

What do Ruth Bader Ginsberg, Janet Reno and Gail Hine have in common? They are among the latest echelon of women entering public office. True, Ginsberg and Reno's respective positions as Supreme Court Justice and Attorney General may carry a tad more clout than Hine's recent election as 1994 president of the Recreational Boaters of California (RBOC). But the latter is certainly no less historic. Hine is the first woman elected to head to RBOC, the state's boating advocacy group, in its 29-year history.

We're also happy to note that Hine is an active sailor, and a pretty good one, too. In October, she helmed her Nightengale 24 *Hummer* to an overall win of the AOCYC (Association of Orange Coast Yacht Clubs) Women's Ocean Racing Series off Newport Beach.

Congratulations to Gail, and to new RBOC vice presidents Richard Tipton of Benecia (North) and Jim Clark of Ventura (South).

Good will toward men.

A thousand and one causes worthy of public support pass over our desks every year. If we had a mil or two, we'd donate to every one of them. The realities are that money is tight for everyone these days, except maybe baseball players and talk show hosts. But if the holidays find you in a giving mood that extends beyond immediate family, there is one particularly worthy cause we thought you might appreciate knowing about. The Bay Area Association of Disabled Sailors (BAADS) is looking to purchase a second Freedom 20 for their program. One of the specially-designed boats, which feature swiveling cockpit seats and other gear to make sailing easier for physically challenged sailors, is for sale for \$10,000 from an outfit called Challenge Alaska.

BAADS already has one of the boats in their program. The idea for a second one is to start up a racing series for disabled sailors here on the Bay by 1995. One proposal is to call it the Gary Mull Memorial West Coast Challenge Cup. Mull, who passed away a few months ago, designed the Freedom 20. Anyone interested in knowing more (or with a good idea for a fundraiser) can contact Josh Maddox at (510) 644-2806.

West Marine

We make boating more fun!

**BEST BOATING
GIFTS
1993**



One-stop shopping for the gifts you know they'll love!

The Best Selection of Marine Electronics!

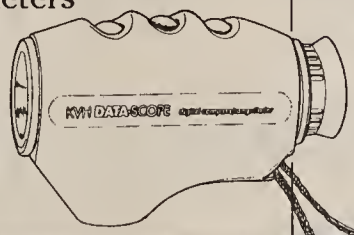
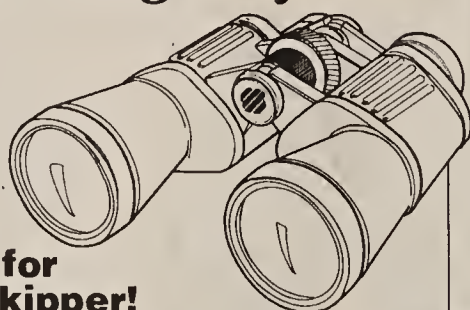
- GPS now under \$500 from Motorola, Garmin, and Magellan!
- VHF Radios from \$130 (handheld and fixed mount models)
- Autopilots, Fishfinders, Stereos, and Instruments.

Super-low prices plus we match anyone's prices!



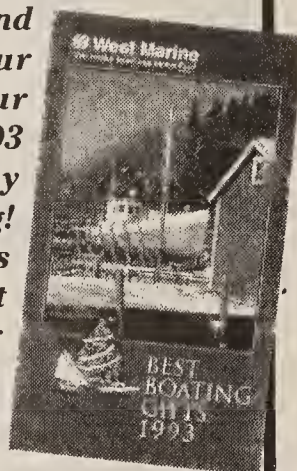
Gifts for the Skipper!

- Compasses
- Plotting Tools
- Clocks & Barometers
- Binoculars
- Sextants
- Tools
- Navigation Software
- Dock Carts

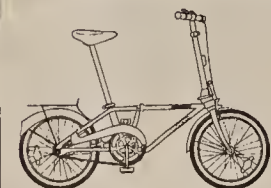


Free!

Stop in and pick up your copy of our 72 page 1993 Holiday Catalog! Hundreds of great gift ideas for everyone on your list!



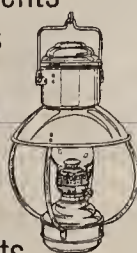
Great gifts for every member of your crew!



- Folding Bikes
- Weather Monitors
- Barbecues
- Books
- Calendars
- Watches
- Model Boats
- Rigging Knives



- Water Toys
- Flashlights
- Ornaments
- Games
- Brass Lamps
- Galley Ware
- Blankets
- Bedrolls
- Videos
- Toys
- Tote Bags
- Keychains



- Cameras
- Multi-Tools
- Wind meters
- Scrimshaw
- Boots
- Shoes
- Sweaters
- Flares
- Lifejackets
- Harnesses
- Gloves
- Duffel Bags



- Jackets
- Hats
- Strobe Lights
- Whistles
- Foul Weather Gear

Extended Store Hours! Convenient Shopping!

DECEMBER 1993						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Stores open until 8 p.m. from December 13th thru 23rd.

Stores close at 4 p.m. Dec. 24th.

Low prices plus Price Protection

Regarding our competitors' ads... If it's on sale anywhere, it's on sale at West Marine. Simply bring in the competitor's ad, and we'll gladly match the price! Thank!

Ref. # 1W97-595

Six convenient Northern California locations!

PALO ALTO
(415) 494-6660
850 San Antonio Rd.

OAKLAND
(510) 532-5230
2200 Livingston St.

SAUSALITO
(415) 332-0202
295 Harbor Drive

S.SAN FRANCISCO
(415) 873-4044
608 Dubuque Ave.

STOCKTON
(209) 464-2922
1810 Field Ave.

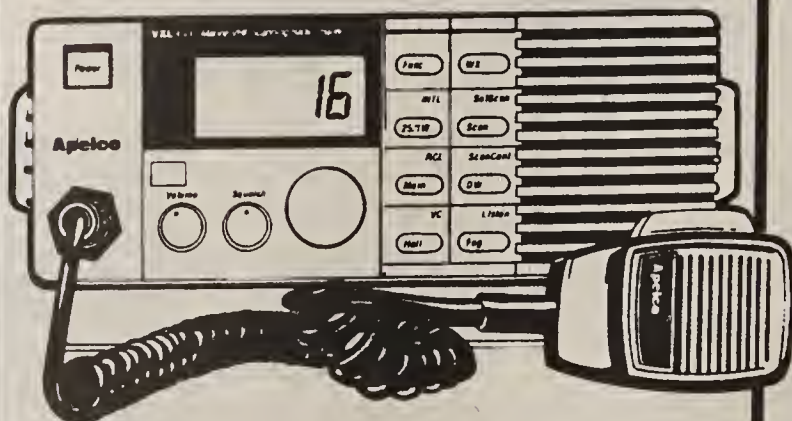
SANTA CRUZ
(408) 476-1800
2450 17th Avenue

Open 7 days a week 24 Hour Toll-Free Ordering 1-800-538-0775

West Marine

We make boating more fun!

Apelco



VXL 9500 VHF with HAILER

- All US and Intn'l. channels
- User-selectable scanner monitors any frequency
- 5 watt hailer with amplified listening
- Add up to two remote stations and use as an intercom
- 25 watt / 1 watt output power
- 400 Hz. foghorn frequency
- Draws 0.6 amps receive, 5.5 amps transmit

Model 541292

Only 229⁹⁵

Ref. # 1W97-595 Prices expire December 25th

6 convenient Northern California locations

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

LOOSE LIPS

Looks like Point Reyes has blown off station again. . . .

"Just about the time I begin to believe powerboaters are half as intelligent and aware of their environment as sailors, I run across something like this," writes 'Fathom North' of Emeryville. The something he's referring to appeared in the November 1993 issue of *Power and Motoryacht* magazine and reads:

Did you know...

The windiest spot on the Pacific Coast and the second foggiest point in the nation (after Nantucket, Massachusetts) is the coast near Point Reyes in Southern California.

"I suggest using some of the new diesel tax money to teach remedial navigation and chart reading to powerboaters," says Fathom.

Freya rendezvous.

"It's really happening! With the combined efforts of Randy Heise, owner of hull #40, and Tom Vance, builder of the new Freyas, I have now accumulated a list of 35 Freya owners, past owners and wannabe's," says Chuck Woods of Alameda, owner of *Oriana*, hull #4.

"We're interested in developing a loose-knit Freya organization with some cruises, maybe a few races such as the Colin Archer race in the spring and a few parties . . . er, meetings a year," Chuck continues. They'd also like to develop a newsletter with articles on who's who, who's where, boat histories, problems, solutions, and maybe a few words of wisdom from the manufacturers, past and present, of these well-found cruising boats.

Kicking off the Freya Owners Association is the first Freya rendezvous on February 12-13 at the San Leandro Marina, which Chuck says has graciously agreed to provide attendees with overnight berthing at no charge. "There's also a 180-foot dock with water and power across the street at the Spinnaker YC where we'll have dinner and drinks Saturday evening. The next morning we can walk the docks, look at each other's boats and share some ideas."

Anyone interested in the association and the Freya get-together can contact Chuck Woods at 909 Marina Village Pkwy #232, Alameda, CA 94501, or leave a message at (510) 837-4289.

Kathy Weaver of Redondo Beach!

Bruce Kremer of Sausalito would like to contact you regarding employment in New Zealand. Please contact him at either 944 Fort Barry, Sausalito 94965 (415) 331-6629; or P.O. Box 410882, San Francisco, CA 94941.

Different strokes for different folks.

We were flipping through some motorcycle paper the other day when we came across this:

At presstime we got a fax from Cabo San Lucas, where the survivors of the Cabo 1000 run were recovering at the Giggling Marlin. Tom Griffith from Munroe Motors won the rally this year with a time of 11 hours, 39 minutes. Griffith averaged 86 mph on his 900 Ninja.

Happy kidney failure to Tom.

Sale Boats of the Month.

A couple of boats changed hands that we wanted to let you know about. The first is the 40-ft Stevens cutter *Sundance*, which Roger and Dorothy Paine picked up through Bay Wind Yacht Sales in Emeryville. (The broker attached a note: "Buyer's market? Maybe, but this boat sold for 98% of its asking price after just 35 days on the market.") No mention of how the new owners plan to enjoy the boat, other than "a lot."

Over at Ballena Bay Yachts in Alameda, Dr. Steven and Melanie Mandel closed a deal on the Ocean 71 *Sealestial*. After extensive work on the boat in Fort Lauderdale, the owners took her to Savannah, Georgia for the final detailing before departing on a long cruise to the Bahamas and points south.

West Marine

We make boating more fun!

**BEST BOATING
GIFTS
1993**



POLARIS 7X50 MARINE BINOCULARS

The binoculars rated "superior" in Practical Sailor tests!

A combination of razor-sharp optical performance and rugged, waterproof construction that meets mil-spec standards combine to make these superb binoculars an ideal choice for marine use.

- Flawless "flat-field" optics eliminate edge to edge distortion
- Exclusive rare earth glass lenses and prisms makes them 95% efficient in light transmission for bright images in tricky low light situations
- Up to 23 mm of eye relief give a full field of view even if you wear glasses
- Each pair backed by a lifetime guarantee

STANDARD **589⁰⁰**
Model 316901

WITH COMPASS
Model 316893

589⁰⁰



FUJINON

NAUTILUS 7X50 BINOCULARS

With built-in compass

Bright, sharp images

- 100% waterproof construction
- Accurate, liquid damped through-the-lens bearing compass
- Thick rubber armored housings
- Limited lifetime warranty

Model 188599

Only 329⁰⁰

Ref. # 1W97-595 Prices expire 12/25

**Low prices
plus
Price Protection**

Regarding our competitors' ads...
if it's on sale anywhere, it's on
sale at West Marine. Simply
bring in the competitor's
ad, and we'll gladly
match the price!
Thanks!

Six convenient Northern California locations!

PALO ALTO
(415) 494-6660
850 San Antonio Rd.

OAKLAND
(510) 532-5230
2200 Livingston St.

SAUSALITO
(415) 332-0202
295 Harbor Dr.

S. SAN FRANCISCO
(415) 873-4044
608 Dubuque Ave.

STOCKTON
(209) 464-2922
1810 Field Ave.

SANTA CRUZ
(408) 476-1800
2450 17th Ave.

Open 7 days a week 24 Hour Toll-Free Ordering 1-800-538-0775

SIGHTINGS

long time coming

When Oakland's Bruce Schwab traded his half-share in a Santana 22 for a half-century-old wooden boat back in 1981, he thought it would only take a few months to get her back in shape. The more he worked on the boat, however, the more he pushed back the completion dates. "The restoration went from being a project to a hobby," he says. Now, 12 years later, that hobby is truly and finally about to burst into the proverbial light at the end of the tunnel. *Rumbleseat*, a 30-Square-Meter, looks as pristine as the day she slid down the ways in Germany 63 years ago.

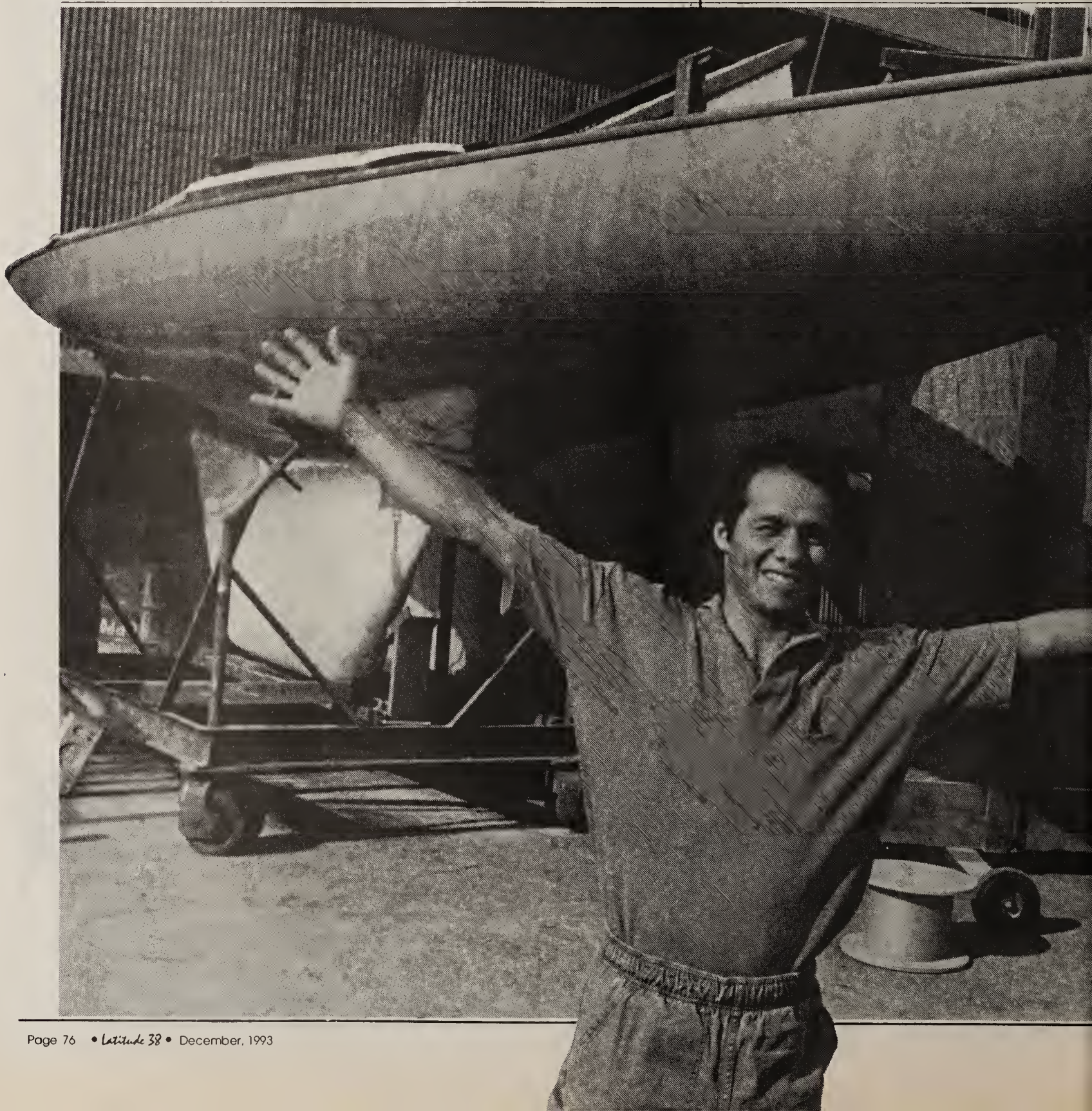
Schwab's boat was the third of several built in 1930 by the renowned yard of Abeking & Rasmussen for Dr. Hanns Stinnes. All his boats were called *Gluckauf*, which is a greeting used by German miners. The long, narrow sloop

continued outside column of next sightings page

pan pacific yacht race

Last month, we mentioned a new race to Osaka, Japan, that involved starts from five different locales around the world and involved 'prize money' of 1 million yen — about \$10,000 — simply for finishing.

While we thought the starts for the Pan Pacific Yacht Race — from Brisbane (Australia), Shanghai (China), Vladivostock (Russia), Pusan (Korea) and Marina del Rey (our own) — between April and May were novel enough, most people who called for more information were more interested in the



— take two

money. And there was a little confusion in that regard.

Hard as it is to believe, we made a mistake.

There is a time limit involved. We incorrectly stated that yachts racing from California need to finish their leg in four weeks. The correct information is this: to qualify for the \$10,000, boats must finish within four weeks from the time that the first yacht in each of three classes crosses the finish line. This

continued middle of next sightings page

long time — cont'd

with extreme overhang on both ends has had quite a list of owners since then, residing on the East Coast and in Newport Beach before coming to San Francisco Bay. Bruce has pictures of the boat from the 1970s when it was campaigned by the previous owners, Richard Seals and Bob Pelican.

The 30-Square-Meter class itself dates back to 1908 when a group of Swedish sailors came up with a rule for non-one-design boats to race without handicap. Basically, they limited the sail area and left the hull design open to development. The results were long, light boats that were quite revolutionary for their time. Yachting legends such as Uffa Fox and L. Francis Herreshoff got a big kick out of sailing them, and the class influenced the development of

light-displacement ocean racers, including Blondie Hasler's *Tre Sang* and the legendary *Myth of Malham*, designed by Laurent Giles. The '30-Squares' flour-ished in Europe, where they are still raced actively. But they enjoyed only moderate success in the U.S. A bright spot in that activity occurred in 1929, when New

England skipper Elizabeth "Sis" Hovey Morss helmed her 30-Square-Meter *Oriole* in a regatta between the U.S., Germany and Sweden. No, she didn't win, but she did become the first American woman to skipper a sailboat in international competition.

Rumbleseat possesses classic 30-Square-Meter lines. She's 39 feet long, only 6 feet wide and weighs less than 6,000 pounds. Her original open cockpit has been replaced by a self bailing version, and below she only has space for a pair of settees and a long, narrow bunk. Bruce separated the rudder from the back of the keel and moved it aft to make the boat more maneuverable. He also rigged a masthead halyard for an asymmetrical spinnaker for more off-wind speed. He won't need a retractable spinnaker pole to tack the kite down, though — forward of the headstay, there's still 6 more feet of bow left!

Redoing the hull was a major project. Bruce began by taking the keel off and flipping the boat. The spaces between the Honduras mahogany planks, through which you could slip a silver dollar, were filled with spruce splines. One-eighth-inch Port Orford cedar was then cold molded over the planks and sealed with epoxy. Inside, sister frames were removed and the original frames were reinforced with added laminates. Ring frames were also added fore and aft to stiffen the hull. Schwab credits Arne Jonsson and Bob Benoit for their woodworking help, as well as Carston Grassvik, who welded up the massive custom deck step for the mast, the winch platforms and other metalwork. Jeff Daniels crafted the 'lethal weapon' stainless steel bowpiece, which looks as though it could keep the boat going right on through anything short of an oil tanker. Schwab made the new mast himself in the rig shop.

Schwab admits he took large chunks of time off during the restoration, including a five-year stint as a bicycle racer. Another impediment was all the sailing he got to do on other people's boats. He won class honors in the Doublehanded Farallones race for four years in a row with Sven Svendsen's *Carerra 38 Svendle*, and has done well in other shorthanded contests. "It was hard to find the motivation to finish my boat when I had others to use," he says.

Now that he's so close, he's vowed not to cut his hair till he gets the boat out for a sail. The planned launch date is December 17. But just to be safe, we'd call ahead before you driving down with a bottle of champagne.

— shimon van collie

isabelle takes on the horn

There are a several reasons we're excited to report another attempt on the sailing record from New York to San Francisco via Cape Horn. The first is the sheer magnitude of the undertaking: you have to admire anyone who attempts to sail a boat anywhere near its potential through some of the gnarliest waters on the planet. The second is that the skipper in this attempt is a woman: professional sailor Isabelle Autissier of France. The third is the boat itself. While San Francisco is off the beaten track of great globe-girdling marathons like the Whitbread and BOC, with Autissier's arrival, local sailors will have the chance to see one of the real cutting-edge boats in arguably the most technologically radical class of sailing craft in existence. Autissier's *Ecureuil Poitou Charentes*

continued outside column of next sightings page

SIGHTINGS

isabelle — cont'd

Il is a 60-ft Open Class speedster designed and built for the next BOC Single-handed Round the World Race, which starts in Charleston, South Carolina in September, 1994.



Isabelle Autissier

At 37, Autissier is one of the most accomplished offshore woman sailors in Europe. Included in her list of credits is the 1990-91 BOC. She finished seventh, but made history by becoming the first and only woman ever to complete the race. She considers the New York to San Francisco run an, ahem, 'interim' event to the next BOC — in other words, a 14,500-mile shakedown.

Ecureuil, a Jean Burrett design, was launched just last February. When Isabelle decided to do the Horn run, it came back out of the water for some modifications to improve upwind performance. These included lightening the boat up by almost a ton, lengthening the 13½-ft keel by more than a foot and adding "two forward daggerboards", whatever that means. (Photos and drawings

of the boat had not arrived by presstime.)

The original record for this passage was 89 days and change, set by the clipper *Flying Cloud* in 1854. You might recall that several attempts to break it over the past couple of decades ended with boats being destroyed and crews barely escaping with their lives. Probably better remembered is the flurry of activity four years ago when five or six different boats had a go at the record within months of one another. Warren Luhr's *Thursday's Child* was the first to arrive, on February 12, 1989, and the first sailing vessel to break *'Cloud's* record — by almost nine full days. That record was beaten convincingly several months later by Georgs Kolesnikov and crew Steve Pettengill aboard the 53-ft trimaran *Great American*. Their record of 76 days, 23 hours and 20 minutes is the current mark, and the one at which Autissier is aiming.

As this was being written, Isabelle and her three-man crew — the record run *will* be a crewed attempt — had left France and were sailing *Ecureuil* to New York. If all goes as planned, they should depart the Big Apple in mid-December. To beat the record, they will have to arrive in San Francisco by late February.

aged to perfection

Take 23 senior citizens, add 127 feet of wood, canvas and manila and set the scene in an idyllic Indian summer among Washington's San Juan Islands. Throw in an all-volunteer crew — half of them seniors — three hearty meals a day, lots of singing and reminiscing around a campfire at night and you have one of the most unique adventure programs for seniors in this country — the Elder Hostel.

"It's the best trip I've ever been on," says Sausalito's Gene Skoriak of his recent week-long cruise aboard the big wooden schooner *Zodiac*. That's quite a testimonial from an avid sailor and inveterate traveller who's racked up both an Atlantic and Pacific crossing, as well as a cruise down the French Canals — all after he turned 65.

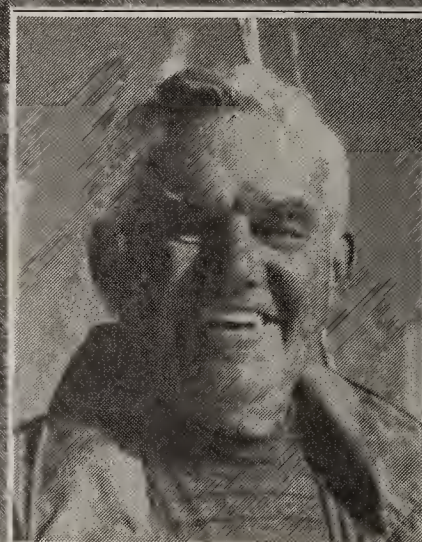
Now 74, Gene was about in the middle of the group age-wise. Despite their years, however, this "was no brie and chardonnay sunset cruise," he says. Rather than pampering, passenger participation was more on the level of an Outward Bound adventure. They slept in comfortable though spartan bunks, hoisted sails, stood daytime watches, hoisted the anchor and took turns at the wheel. Typical watch duties included acting as messenger between the bow lookout and helmsman, sweeping and swabbing down the decks, polishing brass, and cleaning the massive anchor chain as it tumbled into the chain locker. No matter what the task, Gene felt the captain set the proper tone early in the cruise with the comment, "No matter what you do wrong, you can't hurt the ship."

continued outside column of next sightings page

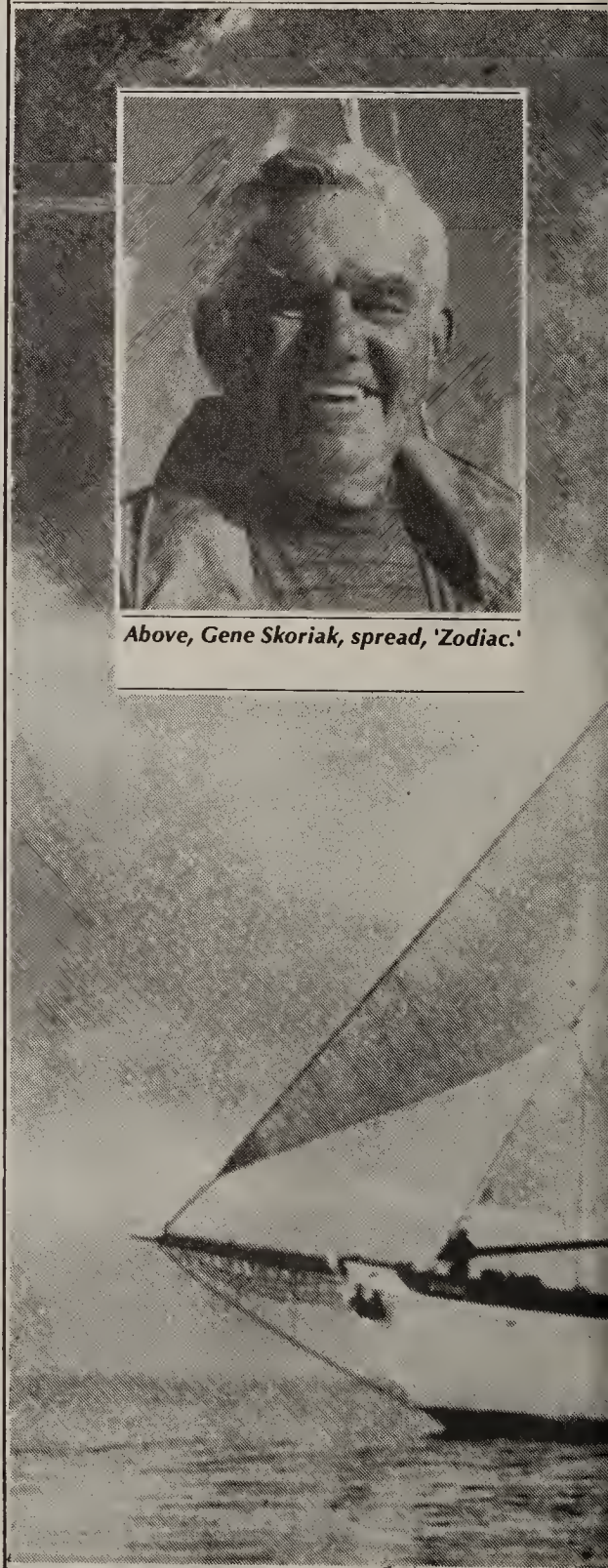
pan pacific

means most yachts starting in Marina del Rey on April 24 will have approximately seven to eight weeks total to complete the trip. (With course distance varying from about 4,500 miles rhumbline to over 6,000 miles, depending on where they go looking for wind, boats starting in California have the longest distance to sail. The finishing bonuses for other legs are correspondingly less.)

The classes are A — 16 to 20 meters (about 53 to 66 feet); B — 14 to 16 meters



Above, Gene Skoriak, spread, 'Zodiac.'



— cont'd

(about 46 to 53 feet); and C — 12 to 14 meters, or about 40 to 46 feet.

The entry fee for all yachts is 50,000 yen, which is about \$500. The entry deadline is January 31. At this writing, 40 yachts worldwide had paid entry fees, including six for the Marina del Rey start. For more information or an application, contact Martin McCarthy at the Marina del Rey Chamber of Commerce, (310) 821-0555, or fax him at (310) 823-0461.

perfection — cont'd

After a day of sailing and exploring the islands, *Zodiac* would anchor in a quiet cove each night before dinner. Evenings were often spent singing old songs and sea chanteys.

Predictably, the most pleasant memories revolve around the camaraderie that developed quickly among everyone aboard. Interestingly, all but 5 of the 23 guests signed on as couples. And of the 5 'singles', 2 were women. While not everyone was an experienced sailor, says Gene, all were "accomplished individuals" now happily retired and enjoying themselves in a non-competitive atmosphere. Among those who *did* have sailing experience was the 'elder statesman' of the cruise, 84-year-old Robert Low of San Diego. Low began

continued outside column of next sightings page



SPREAD AND INSET: JOHN SKORIAK

perfection — cont'd

sailing as a college student in 1933, when he did a stint aboard Warwick Tompkins' *Wander Bird*. He and Lillian, his wife of the last 40 years, have been sailing ever since.

The crew, of course, were very experienced and handled the big schooner like, well, old hands. But the 'distance' sometimes felt between paid crew and charterers was happily absent. "Everyone was equal," says Gene, down to standing in the buffet-style serving line and eating together — which was something of a spectacle in itself. "It's hard to imagine 30 people sitting comfortably at one table — on a boat — until you see it," notes Gene.

Both *Zodiac* and the 85-ft schooner *Adventuress* are part of the Elder Hostel program in the San Juan Islands. *Zodiac*, a William Hand design built in East Boothbay, Maine in 1924, began life under the ownership of J. Seward Johnson of the Johnson & Johnson pharmaceutical company. She sailed several Atlantic races from New York to Spain before ending up on the West Coast, where she was bought by the San Francisco Bar Pilots in 1931. Old timers around the Bay may remember her 40 years of service as the pilot boat *California*. She retired from service in 1972, and was subsequently purchased by the *Zodiac* Corporation and brought to the Pacific Northwest. A group of volunteers set about restoring her to her original beauty (and name), and in 1982, she was added to National Register of Historic Places.

The Elder Hostel is a national program featuring many other outdoor activities besides sailing, as well as seminars and 'goodwill missions.' These encompass a wide range — from charter cruises on schooners to river kayak trips to building homes in Appalachia. Costs for the programs are usually minimal — the week aboard *Zodiac* was a mere \$350. All the programs are popular, but the schooner trips especially so. Offered in both the Pacific Northwest and Maine Coast, they fill up fast and reservations well in advance are mandatory. The only limitation to all this is age. Sorry all you middle-age adventurers; to participate in the Elder Hostel programs you must be at least 55 years young.

Like all good things, the cruise ended too soon, says Gene. *Zodiac* returned to her berth in Bellingham, another successful season of chartering ended. Gene returned to the Bay Area — but not before making his reservations for next year. "The skipper said 'We'll always find a berth for you on this boat', and I'm going to hold him to it!" says Gene.

— john skoriak

they meant to do that — not!

In the summer, San Francisco Bay has a reputation far and wide for some of the most consistently excellent wind and sailing of any body of water in the world. In the winter, however, things are different. The combination of light, fluky winds, and swifter-than-normal currents often gets boaters into embarrassing situations. We received letters from three such folks in November, and share them with you in the hopes you'll remain that much more alert and vigilant — with full tank of fuel and anchor at the ready.

I would like to thank the gentleman who saved the day of October 20th for me — and most likely my night, as well. My enjoyable sail that warm sunny day came to an end near Alcatraz, where the wind died completely. When I went to start the motor, nothing happened.

The flood was pretty strong and before too long I was getting uncomfortably close to the channel marker east of Alcatraz. I tried my radio, but the problem seemed to be electrical; it wasn't working, either. I attempted to flag down a bunch of powerboats and one sailboat, but was unsuccessful. I even managed to lose my anchor.

Thankfully, *Uhuru* came along and gave me a tow in a highly professional manner back to my marina. I never learned the skipper's name, but I'd sure like him to know that his help was appreciated.

— Val Jina, Okotus, San Francisco Marina

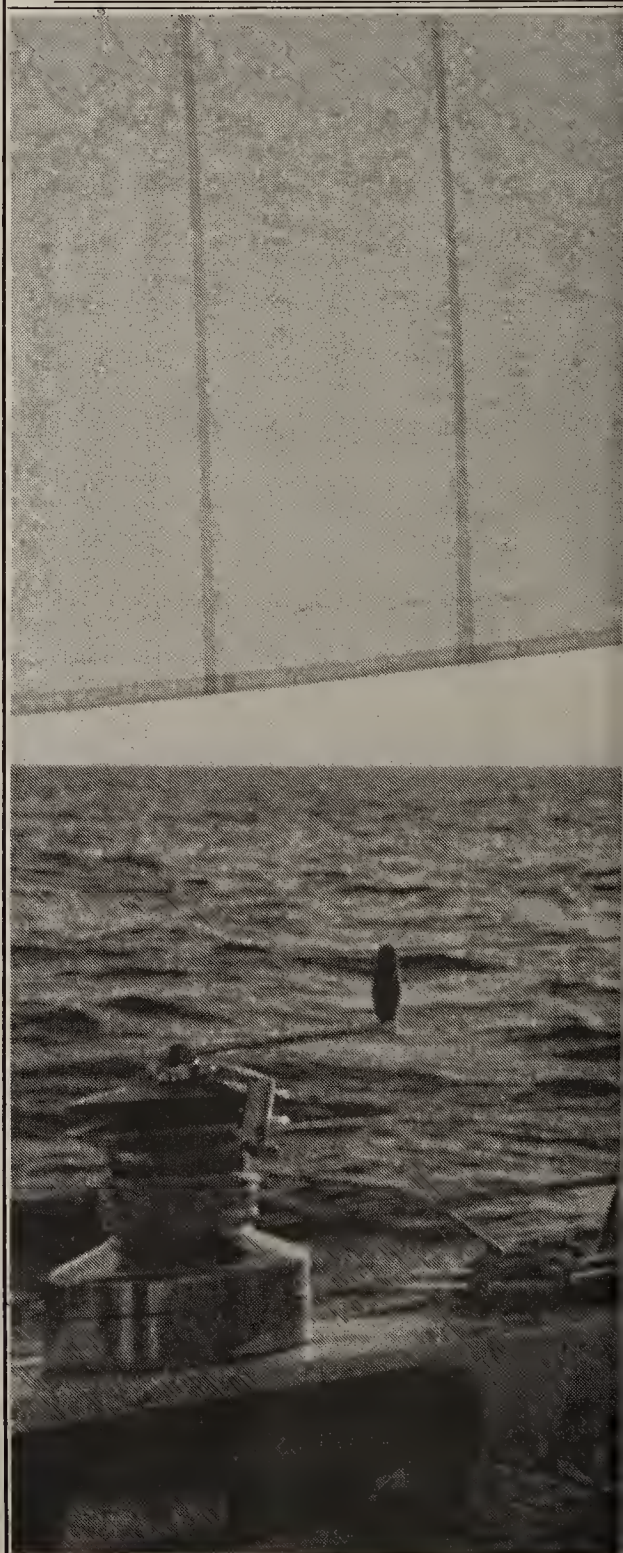
Mine is another letter from a grateful sailor. I'd like to thank the skipper and crew of the beautiful sailboat *Sweet Mystery*. They monitored my distress call

continued outside column of next sightings page

book 'em,

At the risk of sounding biased, books make great gifts for the sailors in your life. And while how-to's will always be big, when it comes to sailing, almost anything remotely associated with the sport is fair game.

As we try to do around every holiday season, we've put together a list of some of the newer books out there for your consideration. We don't claim by a longshot to have read all of these, but do pride ourselves on the 'power skimming' technique we've cultivated over the years. For getting the feel of a book, it's the next best thing to a proper,



danno

sit-down read.

South Pacific Handbook (David Stanley, Moon Publications, \$19.95) — This book, like the next four, is a new edition of an old book, in this case the fifth edition of Stanley's original 1979 publication. Something of the South Pacific 'cruiser's bible' of its day, the new edition remains true to its roots, cramming more material into its 778 pages than gets sucked into your average collapsing supernova. The only thing more

continued middle of next sightings page

meant it — cont'd

on the night of October 22, and interrupted their dinner at the Brisbane Marina to come out and rescue me.

I was out on the windless Bay with a dead outboard. It must have taken them two hours to find me. But when they did, they towed me in to the Oyster Point guest dock like there was nothing to it. (Sailors take note, *Sweet Mystery's* skipper said he never would have found me without my flares.)

Thanks again, brothers!

— Ruben Lastra, *Sable* (Neptune 24), Oyster Point

While approaching the entrance to the San Rafael Canal, my boat struck something underwater. The motor was still turning, but we weren't going anywhere. With the tide coming in, we started to drift toward the rocky shore.

continued outside column of next sightings page



LATITUDE/RICHARD

SIGHTINGS

meant it — cont'd

I went for the anchor, but it was buried under all the crap in the locker. The only other boat in sight was a Grand Banks a quarter mile away. As soon as he saw my distress signal, he poured on the speed and was soon nearby.

He threw me a line and I snubbed it around the forward cleat. Although the skipper of *Zammia* said he had never been in the Canal before, he followed my shouted directions to the letter. He pulled us way up past Lowrie's Harbor to my berth. I hope wherever *Zammia* and her captain and crew go, they will find calm seas and fellow boaters as friendly and helpful as they were to me.

— William Luft, Fairfax

If the skippers of Uhuru, Sweet Mystery and Zammia are tuned in, please call us at (415) 383-8200, Ext 110. We'd like to send you Latitude T-shirts.

heads up, jeff!

The boat is *Silver Bullet*, the event is last July's TransPac, and the head in the photo below belongs to veteran Bay Area racer Jeff Madrigali. Those are the facts. The fun of it is, we can't recall ever seeing a picture that screams out louder for a punchline.

Readers rose to just that task after Madro's head first appeared in *The Racing Sheet* back in October. It's been fun yukking through the responses. But after awhile, they started getting pretty repetitive. So we hereby declare the contest ended.

Here are our favorite runners up:

— "Look everybody — this boat even has a self-tailing head!" — Lamont Wiltsee

— "You buckos pass that Sears catalog right quick — or you ain't gonna like the next spinnaker set." — anonymous

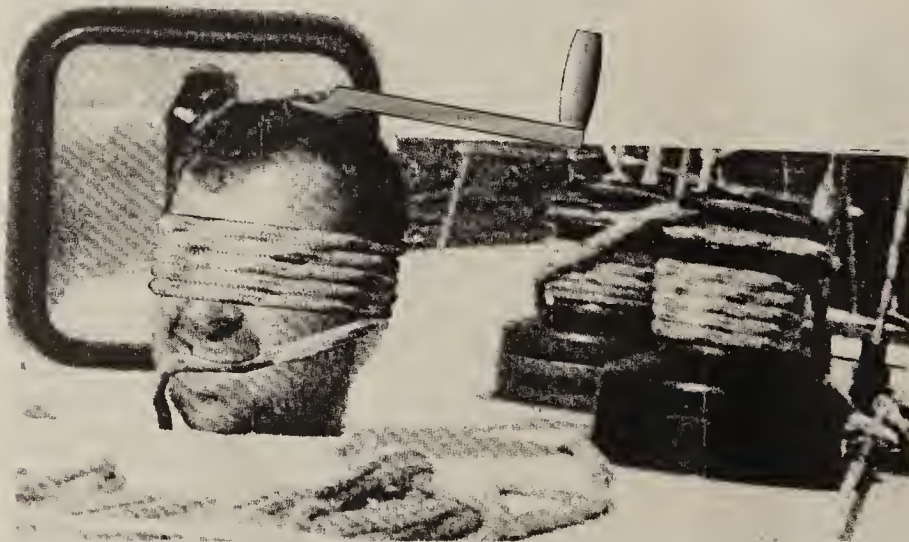
— "Yes, there is a shadow. . . We'll have four more weeks of winter." — Rick Holway

— "Run this line to a winch . . . use the ugly one on the left." — Peter Allen

— "Herr Rommel, I think I see the sub!" — Rick Holway

— "All heads on deck!" — Christe Edwards

— "Next time the skipper says, 'Heads are going to roll,' I'll listen up!" — Michel Raes



Ever the consummate competitor, Jeff Madrigali doubles as a two-speed, self-tailing winch during his off-watch hours.

The grand prize winner — of a coveted *Latitude* T-shirt — is someone we know only as MacDougall. That was all that was on the envelope. The photo and caption above is all that was in it.

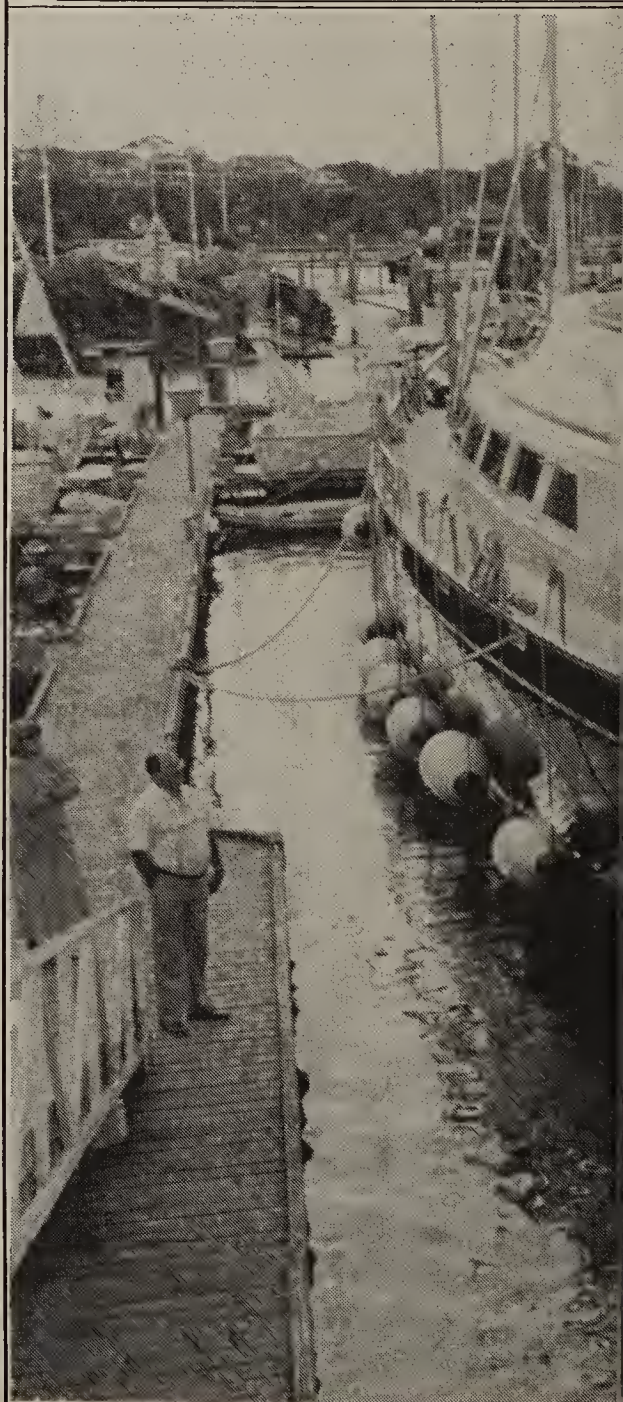
Congratulations everybody. We've forwarded all your names to *The Late Show* with David Letterman where you'll doubtless become rich and famous comedy writers. Say 'hi' to Dave for us.

books

useful you could pack aboard for a South Pacific cruise is food.

Landfalls in Paradise (Earl R. Hinz, University of Hawaii Press, \$34.95) — It's been a few years since this book was in print, and popular demand has brought it back. Like the *South Pacific Handbook*, Hinz's work covers the area in excruciating detail, with the added bonus of better chart reproductions showing the best approaches, hazards, etc. Were it to come down to a choice between this book and Stanley's, we'd honestly put both of them aboard. On sailboats, you can never be too rich, too thin or too redundant.

Cruising Ports: Florida to California via Panama (Captain John Rains, Point Loma Publishing, \$22.95) — Although its name



— cont'd

suggests other-wise, this book covers the 5,000-mile route between Florida and California no matter which way you're going. As Captain Rains puts it in the forward, he had made the trip six times before writing the first edition. He's now done it 32 times and the second edition reflects that. A lot of people going this way now would probably appreciate this book a lot, especially the up-to-date stuff on transiting the Panama Canal.

Oceanography and Seamanship (William G. Van Dorn, Cornell Maritime Press, \$44.95) — Although you don't have to be a rocket scientist to enjoy sailing, it'll sure help if you want understand the more technical parts of this book. Fortunately, amid the myriad graphs and mathematical formulae

continued middle of next sightings page

hey, that's no 38-footer!

To our knowledge, *Andromeda La Dea* is the largest private yacht ever owned by a Northern Californian. Built two years ago by the Perini Naval Shipyard in Italy, the 154-ft ketch is owned by venture capitalist Tom Perkins of Tiburon. Among features: 10,000 square feet of sail area can be set by one person in 4½ minutes (it's all computerized); twin turbo diesels push her along at 15 knots under power; and her black-painted aluminum hull and polished aluminum topsides makes your average Lexus look like it was painted with a broom. Indeed, when you talk about this boat, it's hard to get her confused with anything less, which is everything.

Which is not to say it never happens . . .

While in New Zealand in this October, we saw *Andromeda* in Auckland (below) where she was getting a going over. When we pointed out she was a local boat, Treavor, who works for Auckland's Rainbow Charters, told how the huge yacht was involved in a case of mistaken identity.

Several months before, Treavor had gone to Fiji on behalf of Rainbow Charters. His mission was to set up a charter base and negotiate the import duty that was to be paid on the company's boats. It was not an easy task.

continued outside column of next sightings page



LATITUDE/RICHARD

no 38-footer — cont'd

"I had three things going against me," Treavor recalls. "First off, for some reason I had to negotiate the import duty with the criminal division of the government. They treated me like I was a criminal, not somebody who was going to bring them business. Second, Fijian law is based on English law, which is about the worst. Third, I had to deal with an East Indian, and East Indians are notoriously tough negotiators."

After the deal nearly fell apart several times, Treavor was finally able to hammer out an import duty to be paid on a Beneteau 38. A couple of weeks later, he was at the docks near Lautoka, waiting for the boat to come in. Unbeknownst to him, the East Indian official who he negotiated the deal with was hiding behind a tree, making sure everything was on the up and up.

As is often the case, the Beneteau was a little late arriving. While waiting, who pulls in but *Andromeda*, which is so big she could probably carry a couple of 38-foot sailboats on davits. Despite *Andromeda's* bow thrusters and electric winches, the captain and crew were having a little bit of trouble getting the huge ketch tied up. So Treavor came down and gave them a hand.

The moment he did, the East Indian official sprang from behind the tree and confronted Treavor: "What do you mean trying to tell me this is a 38-foot boat? You cheated us!"

After Treavor got the guy to calm down and the Beneteau 38 showed up, everything got straightened away. But it will probably be years before anyone mistakes *Andromeda* for a 38-foot boat again.

griffin's end

The nightmare for Robert Anderson and his four-person crew aboard the 40-ft yawl *Griffin* began the night of November 13. On their way to Mexico via San Diego, the Redwood City-based yacht had been dealing with deteriorating weather through most of the day. Before night fell, Anderson estimates the seas were running 30 feet. By early Sunday morning, the wind was gusting to 50 knots. *Griffin*, a S&S design built of teak in 1960, was down to bare poles. The engine was running to keep the electrics up for the radio and radar.

In addition to Anderson, 64, *Griffin's* crew consisted of Ray Fox, 51, Scott Jarcoh, 45, Penny Walrath, 42 and Robert Wess, 28. Once they reached San Diego, Jarcoh, Walrath and Wess planned to fly home. Fox and Anderson, both experienced sailors, then planned to pick up one more crewman and head the boat to Mexico.

In mid-November, however, those plans were the furthest thing from anyone's mind. Everyone aboard *Griffin* was wet, cold and all but worn out. Sleep was impossible. Conditions were so ragged that when the boat would get blasted by a pooping or quartering sea, "water would spray below like a firehose through cracks and seams that never leaked before," says Anderson.

Position fixes were another problem. The GPS they had was giving an incorrect position. Though *Griffin* was well offshore, not knowing exactly where they were was cause for concern.

But the main cause for serious concern was the leak. Sometime during the night, water started coming over the floorboards. It was impossible to search for the source of the leak in the conditions, so all they could do was keep up with it — barely — by constant hand pumping.

Anderson tried several times to contact passing ships by VHF to get a position, but they never answered. Then, in the wee hours of Sunday, the 14th, he picked up two new blips on the radar and tried again. This time the Navy ships *USS Flint* and *USS Cimarron* came back.

At this point, *Griffin* and her crew were in a bad way. Weather conditions had hardly abated, everyone aboard was nearing their physical limits and the leak seemed to be getting worse. Anderson communicated all this to the *Flint* and *Cimarron*, and they said they were on the way.

About 70 miles west of Morro Bay, in the bright sun of late morning, the three vessels rendezvoused. What happened next is the subject of an official investigation at this writing, but Anderson graciously agreed to give his perspective on it to *Latitude* for a couple of reasons. The first is that several newspaper reports got the facts all fouled up. The second, and most important, "is that it's the truth," he said.

continued outside column of next sightings page

books

that made his first edition one of the most intimidating books ever written, in this second edition, Van Dorn (who got his PhD at Stanford) also includes plenty of valuable and up-to-date information that even 'scientifically challenged' proles like us can understand and learn from.

Voyaging on a Small Income (Annie Hill, Tiller Publishing, \$20) — This is the latest in the endless stream of "If we can do it, so can you" cruising book clones, with the added irritation that it appears to have crashed head-on into a catalog for Jay Benford designs — they're all over the place. That said, Hill does bring a certain charm to the subject that we haven't seen in a few years. The most charm, however, is the book's premise. The author and her husband have lived and sailed aboard *Badger* a 34-ft, junk-rigged ketch (designed by — surprise, surprise — Jay Benford) for 10 years and 60,000 miles with an average income of only £1,300 (about \$1,800) per year. And that's with an engine. Overall, nothing here we haven't read about 10,000 times before, but for inspirational value, it's right up there with the best of them.

The Wine-Dark Sea (Patrick O'Brian, W.W. Norton and Company, \$22) — O'Brian's Napoleonic seafaring novels, of which *The Wine-Dark Sea* is the 16th in the series, are the literary talk of the town. Their creator, now nearly 80, has been compared to C.S. Forester, Joseph Conrad, Herman Melville and Samuel Taylor Coleridge by everyone from the *New Yorker* to the *Wall Street Journal*. Diehard fans were actually upset when America 'discovered' O'Brian, who has been cranking out the series for only the last 20 years in England. A savvy editor at Norton read one and started printing them by the ton, which is not fast enough because bookstores can't keep them on the shelves. The stories themselves are a bit of an ac-

in the best traditions

It was one of those one-in-a-million coincidences. Three friends on the Ericson 38 *Running Free* had arrived in Drakes Bay on a blustery Friday last September, intending only an overnight stay. Come Saturday morning, Bill O'Meara, Mike Cowley and owner Hellmuth Starnitzky planned to complete the last leg of their mini-cruise and enjoy the long weekend in Bodega Bay.

But it had been rough going on the way up, pounding into the teeth of a 25 to 30-knot northwest wind and 15-foot seas. Even anchoring in Drakes was pretty wild. Although they were protected from the huge swells, the wind continued to tear at the boat, and the anchor dragged a couple of

— cont'd

quired taste, but the pacing, tone and swash-buckling are right on. And once you're hooked, you'd have an easier time trying to shake a heroin addiction. One suggestion: the language and terminology is pure 18th century; have a copy of the *Oxford Companion to Ships and the Sea* (also coming out in a new edition) close at hand.

Stephen Biesty's Cross-Sections Man-of-War (Stephen Biesty and Richard Platt, Dorling Kindersley, \$16.95) — This coffee-table size book is a visual feast for any student of maritime history, be he 9 or 90. Page by page, it details various facets of life aboard a late 18th-Century ship of the line by basically cutting the ship open and letting you have a look inside. In chapters entitled, "Make Sail!", "Cooking and Eating", "Battle Stations" and so on, Biesty and Platt offer a fascinating look into life afloat in the days of fighting sail. Although figuratively that wasn't always a pretty picture, this book borders on being a contemporary work of art.

Sail & Steam — A Century of Maritime Enterprise: 1840-1935 (John Falconer, David R. Godine Publishers, \$50) — We're absolute suckers for big, historical photo books, and this is one of the best of the genre. With minimal text and maximum photography, *Sail & Steam* takes a browser through nearly 100 years of British maritime history, using photos from the National Maritime Museum in Greenwich, many of which are seeing publication for the first time. Examples include photos of the first two 'ironclads' to enter the Med, docked at Gibraltar in 1864; the wreck of the full-rigger *Gunvor*, which drove aground at Black Head in 1912 so hard that her crew shinnied down a rope off the bowsprit to dry land; and the building of the *HMS Dreadnought*. The battleship's keel was laid in late 1905 and she launched in February of '06, a feat unparalleled at the time. Great stuff, great book.

of the sea

times before finally setting. They were exhausted. The next day, though it dawned clear and beautiful, was shaping up weather-wise for a repeat performance. So the *Running Free* trio decided to stay in Drakes, do some work on the boat and leave the next morning. That work included partially disassembling the motor to determine why it had quit running. To complete 'setting the stage', although *Running Free* was anchored near the pier, and there were a few fishing boats on hooks, there were no other signs of life either ashore or afloat.

Late in the morning, a steel cruising boat named *Kiwi* pulled in. Aboard were a young

continued middle of next sightings page

griffin's end — cont'd

The *Cimarron*, a supply ship, formed a lee and asked *Griffin* to stand off about 100 yards. Unfortunately, the yacht's engine had quit sometime earlier, and with the boat still under bare poles, Anderson had no control. As soon as *Griffin* got in the windshadow of the big ship, she started getting sucked toward it. All they could do was watch helplessly and brace for the impact.

Griffin slammed hard into the wall of steel, losing her mizzen immediately. It took a couple of more blows to batter down the mainmast. Anderson recalls jumping below just before it went. The big spruce spar came down on the cabin roof, crushing it. Anderson climbed back topside, noticing Bob Wess was the only other person on deck. But there was no time to look for anyone else. The two men were too busy trying to stay in one piece as *Griffin* was brutally and repeatedly smashed against the side of the heavily rolling ship. One particularly sickening impact splintered planks and frames below. At that point, says Anderson, he knew *Griffin* was doomed.

Griffin broke free under the big ship's stern, and Anderson began to assess the situation. What he saw immediately were two of his crew, Penny Walrath and Scott Jarcoh, in the water on either side of the boat.

Anderson went for Penny first. Although everyone aboard had been wearing harnesses and the inflatable SOSpenders, hers had not inflated. Fortunately, she was still tethered to the boat. Anderson pulled her in, and yanked the 'ripcord', inflating the life vest. "Then I asked Bob to grab ahold of her," he says. "He told me he thought he had a broken arm, but he came over anyway and grabbed her with the good one."

Anderson then went to the other side, and found Scott Jarcoh in bad shape. Both he and Penny had apparently been knocked off the boat by the impact. But Penny fell on the 'right' side. Scott had gotten tangled in fallen rigging and pinned between the boat and ship as they ground together. "His SOSpenders were inflated, and it saved his life," says Anderson. Not only did it keep his head above water, but the vest provided cushioning for Scott's head as he got bashed around between the two vessels.

Jarcoh was tangled in lines, rigging and mast wreckage and was too dazed to help himself. Plus, he was caught in such a position that water was constantly washing over his face, making it difficult to breathe. Anderson managed to get him next to the boat and held his head out of the water until help arrived.

It was quick in coming. Within minutes, an inflatable with Navy divers pulled up and they got both Jarcoh and Walrath aboard. Anderson and Wess were next, and the inflatable started back for the *Cimarron*.

Anderson doesn't recall if the inflatable had a radio or not, but if they did, it wasn't working. As they got near to the ship, everyone on deck was pointing and gesturing back the way they'd just come.

"We've got someone else in the water," said the Zodiac driver. They proceeded back to the area indicated and found Ray Fox, who appeared to Anderson to be dead.

The Navy men pulled Fox aboard and began CPR immediately. It was continued even as the Zodiac was being hoisted aboard the ship. And it continued when a Coast Guard helicopter medevac'ed the five sailors to Monterey Peninsula Hospital, where Fox was declared dead on arrival. No one else suffered serious injury (Wess's arm turned out to have stress fractures from being crushed, but it was not broken), though the battering they received had them still bruised and sore two weeks after the incident.

A UMIB (universal marine information broadcast) was issued for ships to be on the lookout for *Griffin*, but so far none have reported seeing her. Anderson, with whom we spoke in late November, holds out little hope that she stayed afloat.

The boat was insured, he says, but that doesn't cover all the personal belongings. "I lost everything," he said. "I lived aboard and everything I had was on the boat."

Despite the loss of life, and his home, Anderson has nothing but praise for the Navy. "They saved our lives," he says. "We wouldn't have made it if they hadn't been there."

Without hearing the 'official' version (the investigation was due to wrap up a few days after we went to press), it's hard to second guess what happened

continued outside column of next sightings page

griffin's end — cont'd

to Griffin. As far as we know, it's fairly standard practice for ships to create a lee for small boats in emergency rescue situations, without such dire consequences. (Two sailors off the 53-ft trimaran *Great American* were rescued unharmed in exactly this way in even worse conditions near Cape Horn on Thanksgiving Day, 1990.) But given their situation, Anderson says there's nothing they could have done differently on Griffin. "Once we started drifting toward the ship, there was nothing we could do. It all happened pretty fast."

coast watch

The following reports review a month's worth of Coast Guard search-and-rescue activity through mid-November.

October 15 — By the time the Coast Guard received the report of a 45-ft fishing vessel aground just north of Bodega Head, there wasn't much they could do from the water. They just drove out in one of Station Bodega Bay's vehicles and picked up the three crew, who had waded in through the surf. The boat's fuel tank, which consisted of a 55-gallon drum, was safely removed, and with it, the threat of pollution. The boat was deemed unsalvageable and was subsequently broken up by wave action.

October 18 — Station San Diego received a call from a 30-ft Bayliner that they'd hit a mooring buoy at a high rate of speed and were sinking. The two people aboard were suffering from multiple minor injuries, and one was in severe shock. They were hospitalized overnight. The Bayliner was pumped out and towed to the dock at Station San Diego.

- Also on this date, the Coast Guard in San Francisco responded to the report of an overdue 30-ft racing powerboat. The owner/operator had bought the boat the previous day in Benecia and was on his way to Richardson Bay, which is where a helicopter found him — hard aground. The helo lowered blankets and a portable radio to the fellow, who was pulled free at high tide by a commercial tow company.

- The master of the tanker *Golden Gate* reported a crewman suffering from "severe paranoia and anxiety." The guy had not slept for 24 hours and the master thought he would "snap" before the ship reached its destination two days hence. Drugs were suspected. The cutter *Sapelo* rendezvoused with the vessel about 5 miles west of Eureka, transferred the crewman aboard and turned him over to the Humboldt County Sheriff.

October 19 — Er, *habla Ingles*? Group San Francisco received a call from a fishing vessel taking on water about 30 miles south of Santa Rosa Island. However, the Vietnamese crew were unable to pass on their exact position. A helicopter found the vessel — with flares burning on its deck — and lowered a swimmer to ascertain its condition. He confirmed that the boat's engine was apparently DOA, but that the crew had the leak under control. The cutter *Point Bridge* towed the vessel into Ventura where it was detained for safety violations: fuel in the bilges and insufficient lifejackets or fire extinguishers.

October 23 — The report of a missing jet skier in the Delta had the Coasties responding with a 21-foot boat and helicopter. The boat found the guy, mildly hypothermic and drunk. He was turned over to the local sheriff.

October 24 — Shortly before they lost power, the fishing vessel *Suntan* was able to anchor off Cape San Martin and communicate their problem to the Coast Guard. A helicopter overflew the vessel, and the cutter *Long Island* was dispatched for the tow. Before they arrived, a good samaritan vessel, the 40-ft sailboat *Grayfin*, took the *Suntan* in tow, and pulled her all the way to Morro Bay. The Coast Guard boarded *Suntan* the next morning for a rather detailed inspection. It seems the boat has called for assistance numerous times in the past six months.

- Also on this date, the tanker *Brali* and the 27-ft pleasure boat *Irvin Special* came together about 15 miles south of Santa Barbara. Both north-bound, the tanker apparently came up from behind to hit the smaller boat. Although the Coast Guard diverted a 41-footer from another task, the skipper of *Irvin Special* called back to say he didn't need assistance and would continue on into Santa Barbara. The *Brali* was due in Anacortes on October 27. The Marine Safety Office in Los Angeles is investigating the incident.

- Finally, up Eureka way, someone noticed a "live one" on a piling in the

continued outside column of next sightings page

traditions

man and woman, and a baby. They no more than dropped the boat's CQR and a bunch of chain before going below.

"We knew what they'd been sailing through to get there, so we figured they were as exhausted as we'd been," says O'Meara.

Bill doesn't remember who noticed it first, but after awhile it became apparent that *Kiwi* was dragging her anchor. After an hour, in building wind conditions, it became glaringly apparent that if someone didn't do something soon, *Kiwi* was going onto the rocks under the tip of Point Reyes.

By that time, the three men aboard *Running Free* were trying everything they could to raise *Kiwi*. "We were doing five short blasts with our air horn — the distress signal — and calling repeatedly on channel 16. They never heard a thing," says Bill. He says they felt all the more helpless because they couldn't motor over and lend a hand — the motor was still apart. And by the time things had become critical, they knew they couldn't sail over in time to help, plus the chart showed it would be too shallow for *Running Free* anyway.

The next VHF call was to the Coast Guard. *Running Free* gave all the information they could about *Kiwi*, and stressed the urgency of the situation. At that point, the cutter *Point Chico* broke in. They were in the vicinity, they said, and could be there in 15 minutes.

"We said that would be too late. They came back, said they were on their way and might make it in 10 minutes," says Bill. "They made it in six."

The cutter came flying around the head-

it ain't over when

We know you probably think we have man overboard on the brain, but this month's reference has nothing to do with any tests or testimonials, and we're not trying to whip you into a guilt-ridden frenzy or scare the hell out of you.

We just stumbled across a few anecdotes we thought you'd appreciate as much as we did.

These are borrowed from the newest edition of William Van Dorn's *Oceanography and Seamanship*. He in turn attributes them to the Vincent Gaddis book *Invisible Horizons*. The subject matter: people who have survived falling overboard — and almost certain death — by sheer luck.

- In July of 1908, in heavy going, Seaman James Wilkinson was torn from the lifelines of the battleship *USS Minnesota* by a huge wave. A few minutes later, another wave deposited him unharmed on the deck of the *USS Vermont*.

— cont'd

land at flank speed in what O'Meara calls "a spectacular entrance".

"They were doing about 10 knots. Their Zodiac inflatable was already slung over the side, and as soon as it hit the water, it took off like a rocket." The two Coast Guardsmen aboard the little boat ran it almost headlong into *Kiwi* and jumped into the cockpit. In seconds, *Kiwi*'s skipper was on deck. While one Coastie ran forward to man the anchor windlass, the skipper was able to get the engine started. He motored the boat out of harm's way at literally the last second.

"The Coast Guard did a fabulous job," says Bill. The Coasties said the same of the *Running Free* crew.

After *Kiwi* was once again secured — the Coast Guard granted them permission to tie to the USCG buoy in the bay for the night — *Kiwi*'s skipper dinghied over to *Running Free* to offer his personal thanks. He introduced himself as Doug, and explained that he had built *Kiwi* himself in his native Norway. He said that he and his girlfriend had been cruising all over the world for the last five years (the baby was a recent addition), but confirmed that the week-long trip from Seattle had been one of the most exhausting passages of them all. "We were so tired when we got in that we never even worried about the anchor," he explained. He thanked Hellmuth, Mike and Bill profusely.

The next morning, *Kiwi* proceeded to safer anchorage off Sausalito, while *Running Free* headed the opposite way, completing their four-day adventure with a cruise around Bodega Bay, followed by a wonderful run back home.

you're over til it's over

- In November of 1956, Seaman John Craig was swept off the deck of the trawler *Dorileen* off Aberdeen. A half-hour later, he was washed back aboard, only to find that the skipper and a search party were out looking for him in the ship's launch.

- In October of 1962, Swedish sailor Per Svahlin disappeared from the forward lookout position on the freighter *Horn Crusader* off Santa Barbara in heavy fog. The absence went unnoticed at first. In fact, the *Horn Crusader* didn't turn around for some 35 minutes to look for him, and took at least that long to return to the same dead-reckoning position. Less than 10 minutes later, after her captain altered course 7° on pure impulse, Svahlin was heard shouting and rescued.

- In surely the most famous incident in yacht racing history, Ted Sierks took a tumble off the cutter *L'Apache* midway across

continued middle of next sightings page

coast watch — cont'd

vicinity of Fields Landing. The Coasties zoomed out in their inflatable to find an 8-year-old boy stranded. He was climbing the piling when his raft drifted away. A little wiser (we hope), he was rescued to explore another day.

October 25 — When a galley fire on board a 32-foot powerboat at Little Harbor on Catalina Island got out of control, the Coast Guard, Baywatch Avalon and even the Avalon Fire Department responded. It was all to no avail, though. The boat burned to the waterline and sank. The one person aboard swam safely to shore.

October 27 — Gettin' too old for this stuff.... Group San Francisco responded to the report of an overdue sailboat, the 28-ft *Jarlyn* with two people aboard, by launching a helicopter and 41-footer. *Jarlyn* eventually made it back to Emeryville under her own power — kind of. After the engine conked out, she was paddled in by the two men aboard, ages 65 and 80.

October 28 — The Coast Guard responded to the report of two men in the water near the Richmond Bridge. The report came from a motorist on the bridge who had spotted a boat running around in circles with no one aboard. The first helicopter on scene spotted one man struggling in the water, and another object that could have been a body floating nearby. Both the struggling man and the 'object' disappeared before a swimmer could deploy. The bodies of the two men were recovered nearby on November 6 and 10.

October 30 — A helicopter and 41-footer responded to a 121.5 EPIRB hit in the vicinity of San Diego Bay. They found it — in the offices of a yacht brokerage on Shelter Island. The EPIRB had been accidentally activated when it was knocked off a shelf and "replaced improperly."

- Most mariners know that if there is no emergency aboard, the Coast Guard no longer offers free tows to disabled boats. They call a commercial company to come out and get you. However, when *Frank's Toy*, a 23-ft powerboat, became disabled off Point Sur, the skipper — Frank, we assume — refused commercial assistance. Then he got on the radio to Group Monterey. "I pay enough money in taxes that I should not have to pay to get towed. You guys should come out and get me!" he railed. Showing infinitely more patience than we would have, the Coasties reviewed the situation, finding that Frank was diabetic and one other person aboard had high blood pressure. Due to these medical conditions and impending darkness, a 41 foot boat was dispatched and towed the *Toy* safely into port.

October 31 — The tanker *Charleston*, which gave a position of 60 miles south of Cedros Island, called the Coast Guard for a bit of medical advice. A crewman had lost about a half-inch of his little finger. The wound had been cleaned and bleeding stopped, but the master was unsure what to do about the pain. The Coast Guard patched him in to the Ocean Medical Advisory System, which advised administering codeine from the ship's standard medical chest, and having the patient seen at their next port, Panama.

- Crewmen of the 101-ft ketch *Argosy Venture*, anchored off the South side of Anacapa, reported that a diver had surfaced from a free dive, and was then found floating face down in the water. The vessel's crew retrieved him and initiated CPR. They were relieved by the crew of a Coast Guard helicopter which transferred the 27-year-old man to Los Robles Hospital, where he was pronounced DOA. At the time, the *Argosy Venture* was chartered to a film company doing a documentary on diving.

November 1 — A 406 EPIRB signal was traced to boat undergoing a Coast Guard inspection in Long Beach. Apparently, the inspection team set the EPIRB off accidentally.

November 2 — The owner of the 55-ft fishing boat *Jolly Roger* called the Coast Guard in Noyo River to report that his boat had sunk at the dock, and that containment booms had been placed around the vessel due to a fuel leak. The Coasties sent a vessel to the scene with absorbent pads. The leak was plugged and the vessel later raised.

- The Coast Guard cutter *Conifer* was placed on station off the Coast of Malibu to act as a communications relay for firefighters. The action solved the problem that firefighters were having in the deep canyons of not being able to communicate with their command posts. The Coast Guard had previously provided a number of shoreside volunteers to help assist the Red Cross in aiding victims of the many wildfires in Southern California.

continued outside column of next sightings page

SIGHTINGS

coast watch — cont'd

November 5 — How's this for a bad day: about 320 miles southwest of Point Conception, a 46-year-old crewman on the bulk carrier *Sun Master* fell off a ladder onto the deck. He broke all his teeth, at least 5 ribs, shattered his kneecap and suffered a possible broken jaw, as well as head and back injuries. A helicopter with a flight surgeon aboard transferred the crewman to the hospital at Vandenberg AFB, where he was last listed in critical condition.

November 6 — After eating sushi, a 35-year-old man on the fishing vessel *Little Jack*, 80 miles west of Los Angeles, started to experience facial swelling and difficulty breathing. A quick-thinking LA/Long Beach Operations Center Controller recognized the symptoms of anaphylactic shock while doing his MEDICO checksheet. A flight surgeon recommended an epinephrine injection and benadryl, which made the patient's symptoms disappear.

November 12 — A Long Beach pilot boat called in the report of a man in the water off Pier J, and a 20-ft unmanned outboard doing circles nearby. The pilots pulled one Marcello Santana of Costa Mesa out of the water, while a Coast Guard 41-footer secured his boat. Santana said he touched a 'live wire' and the shock caused him to go overboard.

November 13 — An unlocated 406 EPIRB first alert showed the signalling beacon had been sold in Greece but never registered. Coast Guard Long Beach contacted the Rescue Coordination Center in Piraeus (Athens), Greece, and they provided ownership information and liaison assistance. The ship, *Andros Meltemi*, was eventually contacted 600 miles southwest of San Diego, reporting all okay — except that their EPIRB was giving them trouble.

November 18 — Michael Stump had plenty to give thanks for the week before Thanksgiving. He was a short way out of Ventura aboard his *Baja Bear* when the boat hit a wave and he fell overboard — without a lifejacket. The boat, under autopilot, continued on toward his destination, the Channel Islands. That was 9:30 in the morning. About 4:30 in the afternoon, the fishing boat *Triunfo* pulled the mildly hypothermic Stump, 31, out of the water. He was taken to St. Johns Hospital, treated and released.

Baja Bear didn't fare much worse. A Coast Guard helicopter found the boat hard aground on Santa Cruz Island, one engine still running. Vessel Assist pulled the boat free and towed it back to Ventura.

short sightings

1,350 MILES WEST OF CAPE MENDOCINO — That's where it all started going bad for five Irish adventurers who were attempting to re-create the voyage of a bamboo raft from China to Northern California. When the 60-ft *Hsu Fu* ("shoo-foo") started to break up and sink, the crew put out a radio call for help. It arrived in the form of a Coast Guard C-130 and the merchant ship *California Galaxy*, which diverted to the *Hsu Fu*'s position. All five crew were taken aboard the *Galaxy* in good condition.

ANTARCTICA — And speaking of historical re-creations, with the recent announcement that four Britons will attempt to duplicate Sir Ernest Shackleton's incredible self-rescue next month, one has to wonder if this re-enactment business isn't getting a bit out of hand. In 1916, after his ship *Endurance* was caught and crushed in the ice, Shackleton and his men took to the ship's small, open boats. They made it 500 miles to relative safety in the South Shetlands, whereupon Shackleton and several other men sailed another 300 miles to South Georgia. A rescue expedition was organized and his crew were eventually saved. In January of 1994, the three men and one woman plan to recreate the entire 800-mile voyage in a replica of one of the whaleboats.

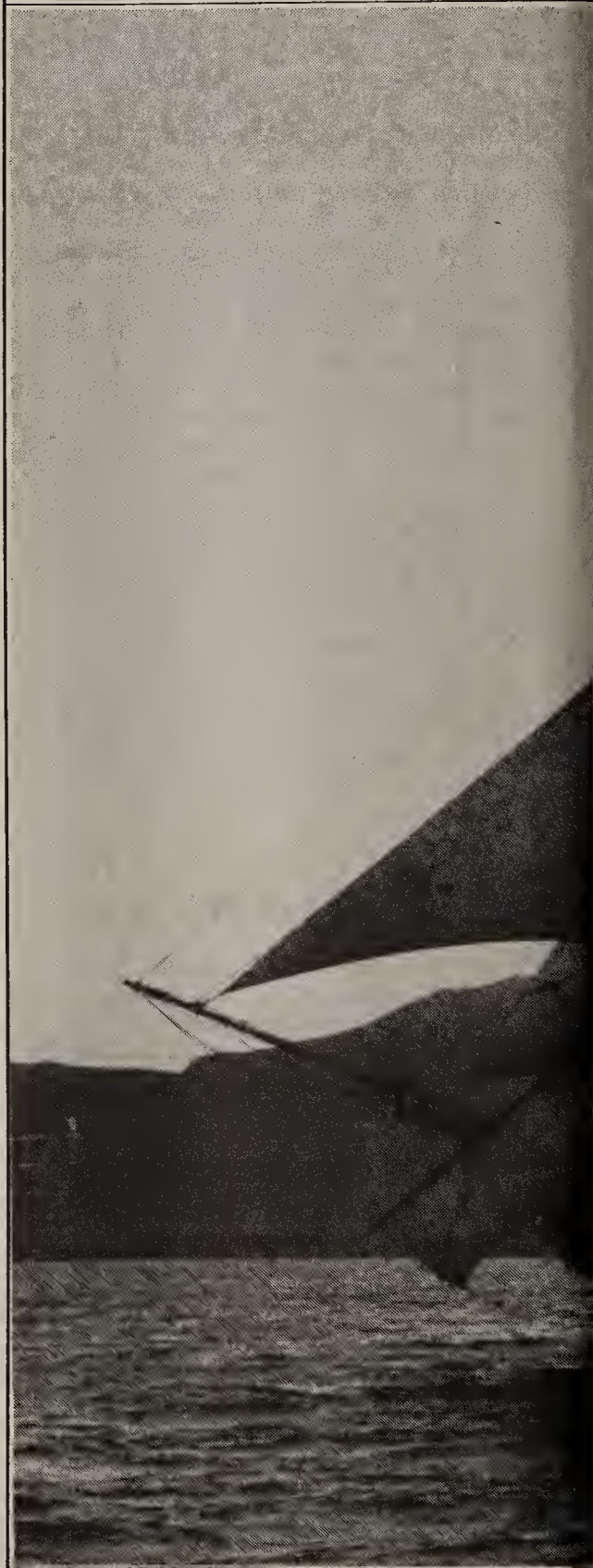
What's next? Perhaps stuffing 18 people in a small, open boat and duplicating Captain Bligh's incredible 3,600-mile voyage to safety after the famous mutiny? Or, hey, why not re-do the plight of the Donner party . . . ?

YOUR NEAREST SALTWATER AQUARIUM — The battle over ecology and environment is hardly confined to spotted owls and old growth forests. In fact, a heated debate is raging almost worldwide over a category of animals humans cannot eat, pat, ride or teach any stupid pet tricks: aquarium

continued outside column of next sightings page

over

the Pacific in the 1957 TransPac Race. Life-rings were thrown, but *L'Apache*, under spinnaker in 30 knots of breeze, took 11 minutes to return to the scene. Once there, they found one of the rings but no Ted. Sierks ended up treading water for 30 hours, watching a massive search effort — Coast Guard, Navy, yachts, planes — all around



— cont'd

him but unable to attract anyone's attention. He was finally spotted by an alert lookout on the Navy ship *USS Munro*, which was on her last sweep before the search was called off. At the time, Sierks was estimated to have drifted about 50 miles, though later analysis showed that figure was likely exaggerated.

shorts — cont'd

fish. While most fresh-water varieties can be bred and kept relatively easily in aquariums, tropical salt-water fish have to be taken from the wild. This is causing a couple of major problems. Salt-water aquarium fish are so in demand that humane 'fishing' in the U.S. — mostly Florida — is turning the reefs into underwater ghost towns. Elsewhere in the world, the use of cyanide to 'stun' the fish for easy capture is killing off reefs, some of which take thousands of years to regenerate. The easy solution — breeding these animals in captivity — has so far proven nearly impossible for most varieties.



CHRISTINE WEAVER

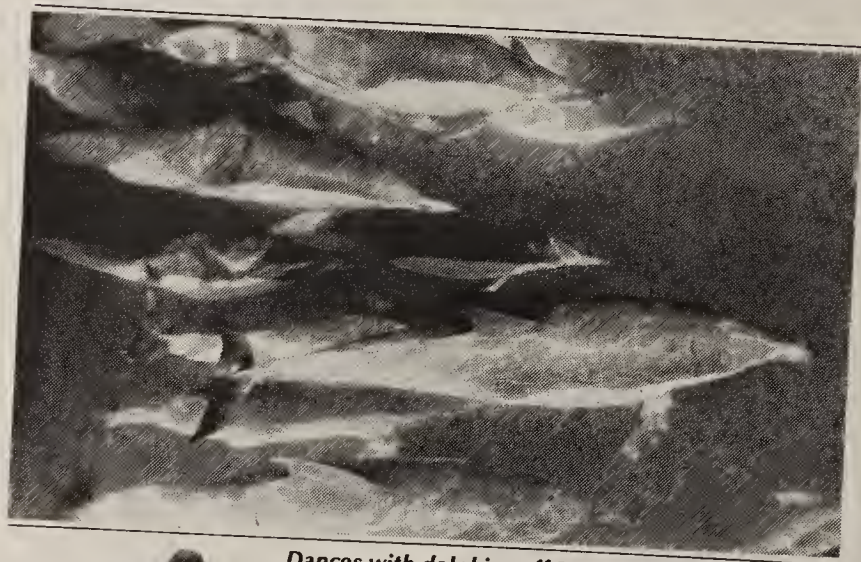
1993 — THE YEAR



Kirt Brooks (with little Kirt) — farewell to a gentleman.



The herring seiners had a good year in 1993.



Dances with dolphins off Santa Barbara.



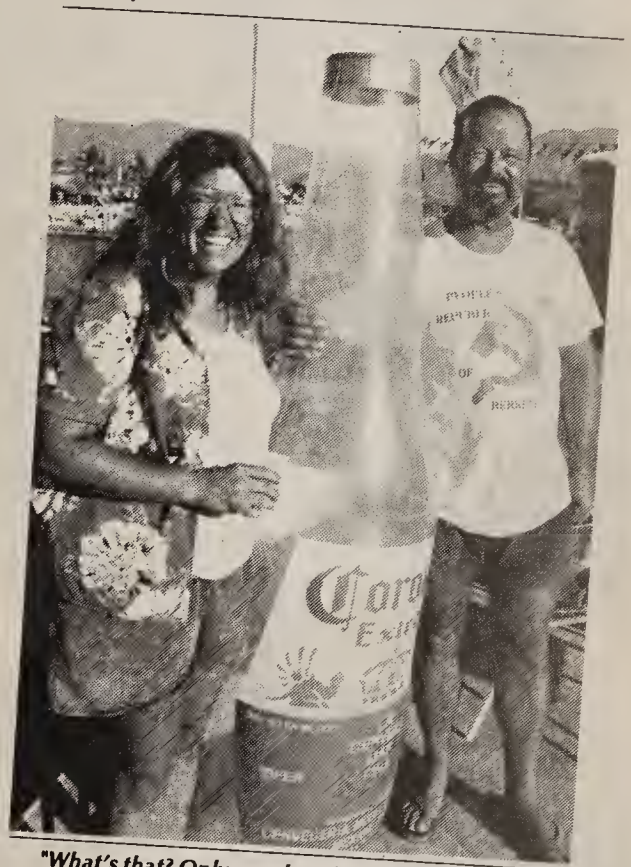
Banned from Mt. Tam, mountain bikers took to the Bay.



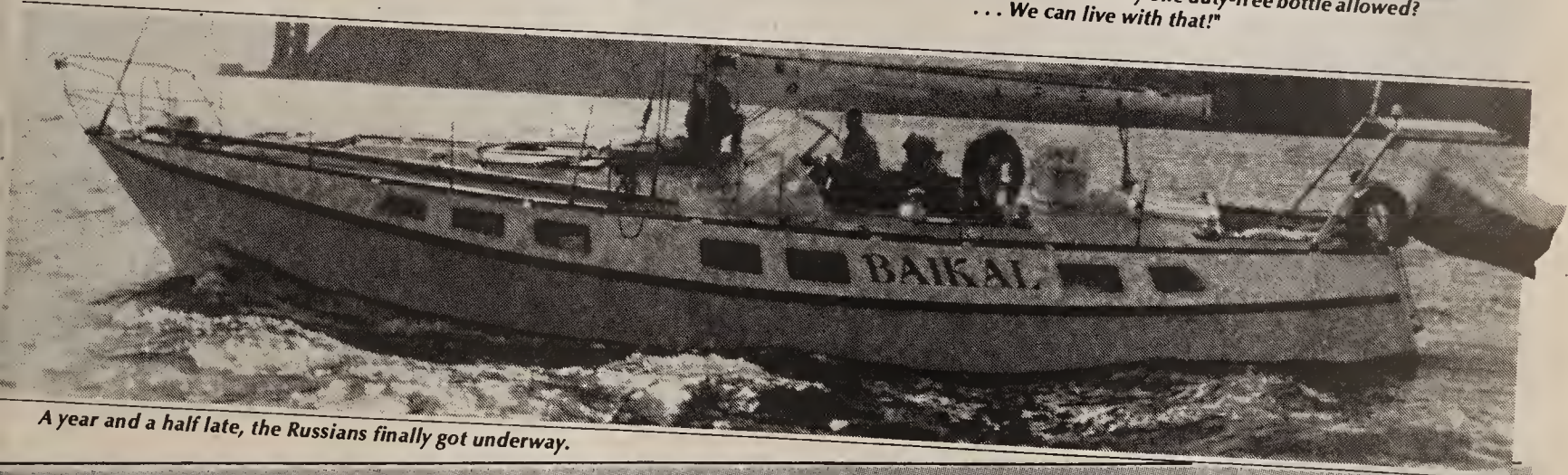
If what they say is true — that time flies when you're having fun — then we must be having a ball around here. Shame we're too busy to notice it. Anyway, in **JANUARY**, we ran the last, final and ultimate word (please, Lord, let it be true) on *Signal of Peace* and the whole issue of 'Manifestly Unsafe Voyage'. Racing coverage for the year kicked off with a mix of local, national and international competitions — the **Jack Frost**, **Formula One Regatta** and **Vendée Globe Challenge**, to be specific. Max and Lee kicked around some ideas on how to fix **IMS** and **PHRF**, and an expert on the subject told readers how to **get the lead out** — of their water tanks, that is. **FEBRUARY** turned out to be carnage month. We detailed the loss of no fewer than **seven cruising boats** on various beaches around the world, and saw the damaged trimaran **Great American II** limp back in the Bay minus one of her bows. Repaired in record time, she took off once again for **Boston via Cape Horn**. The first of too many goodbyes in 1993 went to longtime sailor and race organizer **Kirt Brooks**, while the first of many tributes to people in the sport came in the form of a piece on **West Coast yacht designers**. Tech-heads and speed freaks no doubt enjoyed articles on **SAILTRACK**, the amazingly realistic computer imaging you first saw in the America's Cup; and a primer on why **multihulls** are so darn fast — and fun. Heck, in *Changes*, we noted that one catamaran transited the **Panama Canal** in just 4½ hours.



Found abandoned in mid-ocean, 'DX' was towed 2,000 miles, repaired and is back cruising today.



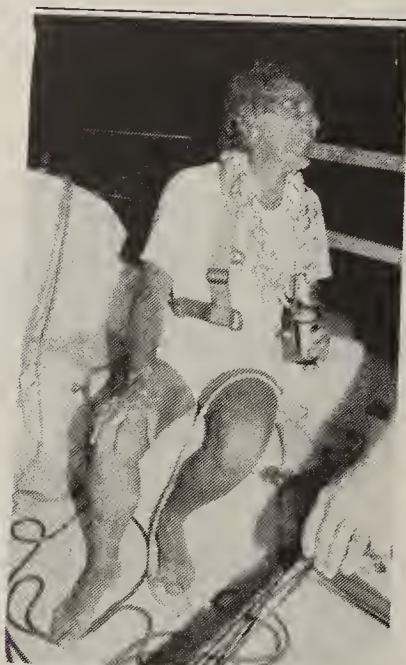
"What's that? Only one duty-free bottle allowed? ... We can live with that!"



A year and a half late, the Russians finally got underway.

In **MARCH**, we had a look at a **waterspout** inside the Bay, a faulty **bilge pump** that was sucking water back inside a boat, and some 'rules' to live by when **sailing the Bay**. We said *buenos dias* to a **friendly bunch of cruisers** down PV way, and spun off a related article on the latest phenomenon in the cruising world: **cruising cards**. On the sordid side of boating, we exposed the disgusting ritual wherein the grand dragons of the Olson 25 fleet award each other **engraved toilet seats**. It took *Changes in Latitudes* reports from old guard cruisers like **Peter Sutter**, **Frank Robben** and **Dick Deaver** for sanity to prevail. **APRIL** saw the publication of one of the strangest stories ever told on these pages — the real-life tale of two cruisers who came upon an **abandoned boat** whose owner had died of food poisoning four months before. Elsewhere, we bid fair winds to the **irrepressible Russian sailors** who finally got their circumnavigation back on track after being 'stuck' in the Bay Area for a year and a half while the Soviet Union imploded. Carrying on the 'red' theme, we took readers aboard a research ship that just happened upon the **eruption of an underwater volcano**. We also saw red when dealing with the equally hot subject of a bogus local women's **America's Cup campaign**. Of historical note, we learned that the remains of ancient soft-shelled clams found in Scandinavia **proves**, at least to some people, that the Vikings came here before Columbus. Soft-shelled clams are native to Nova Scotia.

1993 — THE YEAR



Hank's back! The blind sailor has his 'sights' set on a solo Atlantic crossing.



The boys are all right — Rich Wilson and Bill Biewenga set a new sailing record from San Francisco to Boston.

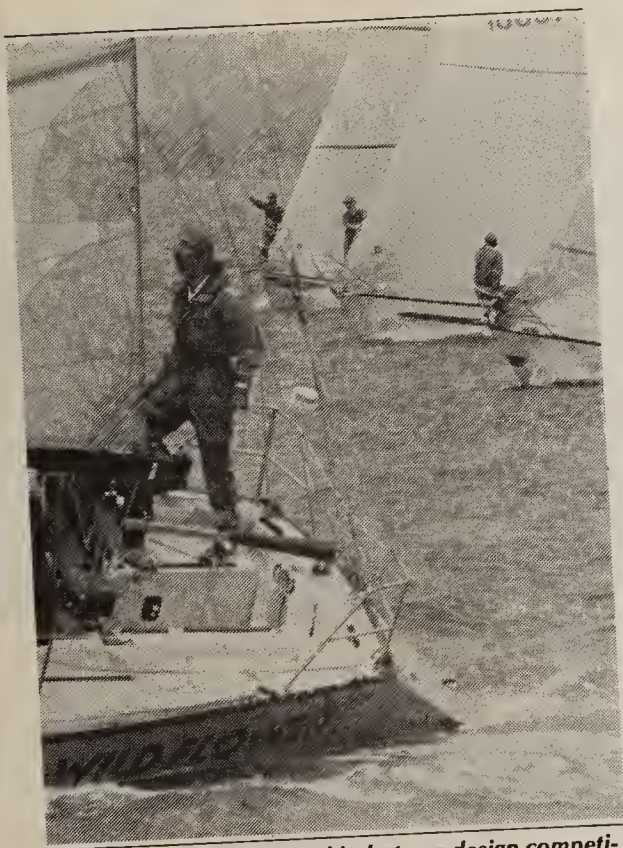


This man managed to save this boat after this hole got knocked in it. The waterline is even with his right hand.

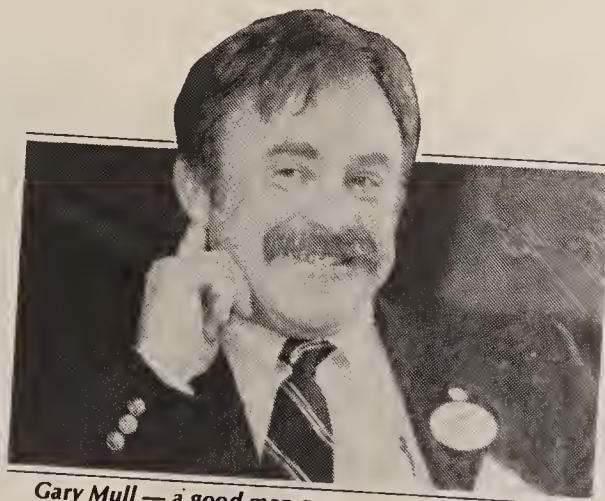


'QE3' dances with Mr. D — the South Tower Demon.

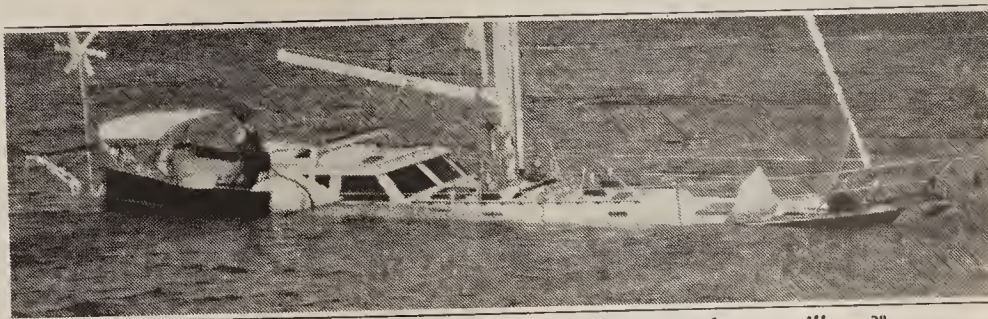
Holy sh. . . or should we say holey sh. . . Anyway, that was the reaction in **MAY** when we had a look at the chasm in the side of **Paul Manning's IC**. Even more amazing was that the boat *didn't* sink. And speaking of holes, they were digging a lot of them in the snow to find people's boats in the **yard in Homewood** (Lake Tahoe). Brrrr. Proving that there's still some magic left in the old girl yet, a given-up-for-gone heirloom **diamond ring** was found near one of **Merlin's** cockpit drains — a full month of hard use after it was lost. More local talent got the spotlight in a feature about **sailmakers** and **Great American II** finally made it to Boston, breaking yet another old clipper ship record. Are there any left? From the frightening file, the Tayana 52 **Clam Bake** got clobbered by a freighter and sank in about 90 seconds. Not everybody came home smiling after the **gnarliest Lightship Race** we can remember, either. The final score: two boats dismantled, 13 others retired and a bunch of finishers limped home with all sorts of broken gear and blown-out sails. Guess summer's back! **JUNE** saw the publication of surely one of our most inspiring stories ever — the amazing saga of 68-year-old singlehander **Bill Forrest**, who fell off his boat off Central America — naked, nine miles offshore and with a fishhook in his hand — and lived to tell about it. Thinking globally, we grilled **Dick and Lona Wilson** of **Kite** on the last Around the World Rally. And while we're thinking big, did you know that the **Pacific Ocean** is the largest geographical feature on the planet — after Dolly Parton, of course.



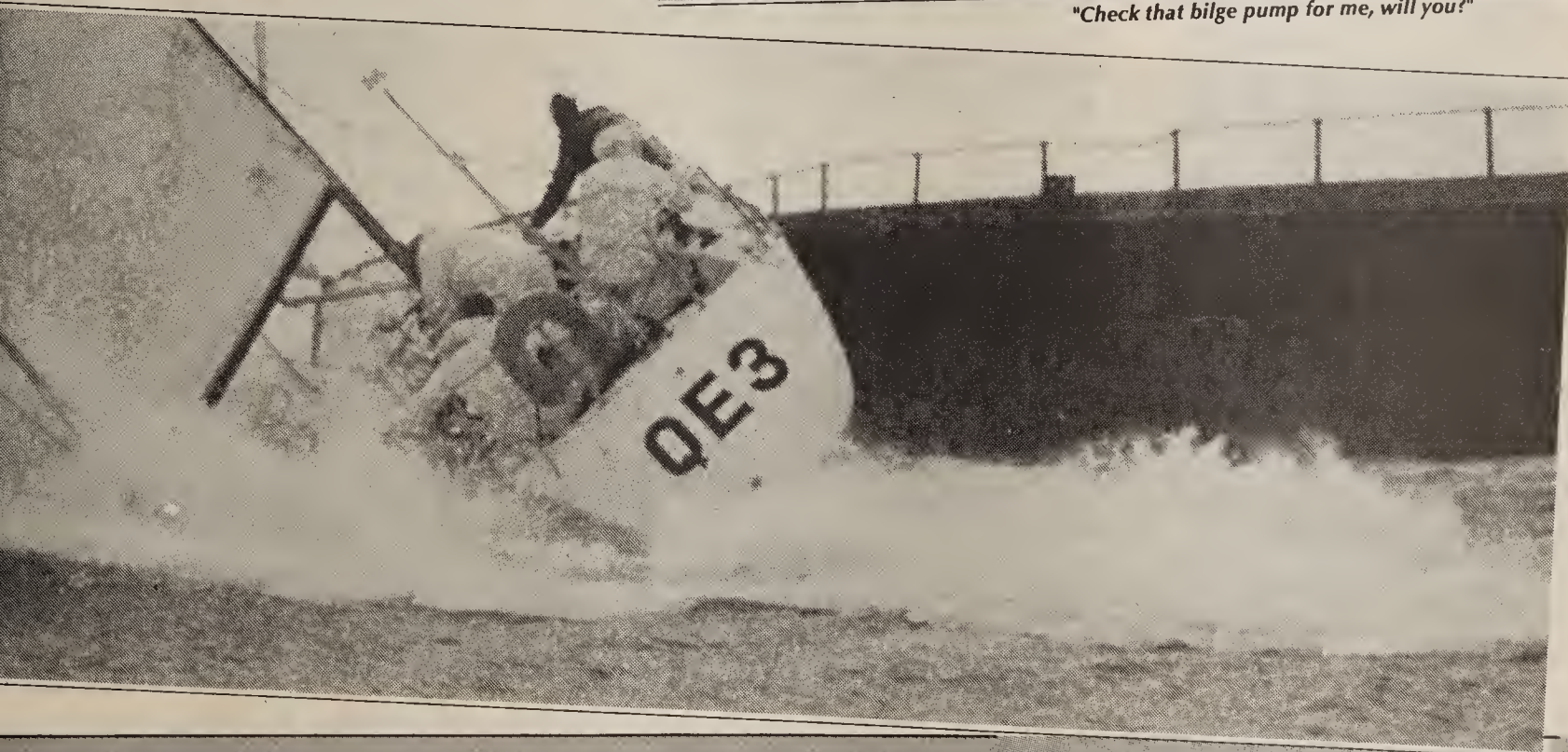
Participation was down a bit, but one design competition was no less fierce in '93.



Gary Mull — a good man gone.



"Check that bilge pump for me, will you?"

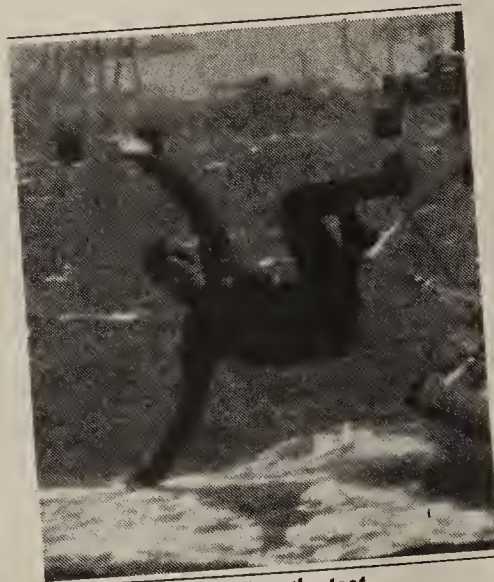


A few celebs made cameo appearances in our **JULY** edition. One was blind sailor **Hank Dekker**, who was back in the news with a planned solo Atlantic crossing (later cancelled until next summer). Another was **John McVie** of **Fleetwood Mac**, which was some kind of musical group. McVie was in town to shake down his beautiful 64-ft S&S sloop **Challenge** for an upcoming South Seas cruise. Tough life, that music biz. Then there was the uplifting story of how **Hurricane Lester** brought a bunch of cruisers together and turned around a local business in **Guaymas**, and the 'powerlifting' story of some heavy-duty wood thrashing in the annual Master Mariners Regatta. **AUGUST** kicked off with a sad note — the passing of noted Bay Area designer, raconteur and all-around good guy Gary Mull. Eight bells also rang for Italian zillionaire Raul Gardini. Back from the dead, or so it seemed, was the famous Farr 52 **Zamazaan** and a heretofore obscure Union 36 named **Dark Star**. The latter was the subject of another popular feature which detailed a complete refit of the boat. In the still 'alive and well' department, we once again celebrated that rite of summer, the mighty **TransPac Race**. Terrorists shot up the **Delta** (calm down, it was just a movie), the popular **Coast Watch** debuted, two readers swore **ginger root or pot smoking** (take your pick) would **cure seasickness** "every time" . . . and finally, this item: A woman in Florida was **attacked by a barracuda** — while in her houseboat. The 'cud jumped out of the water, landed on the lady and bit her several times.

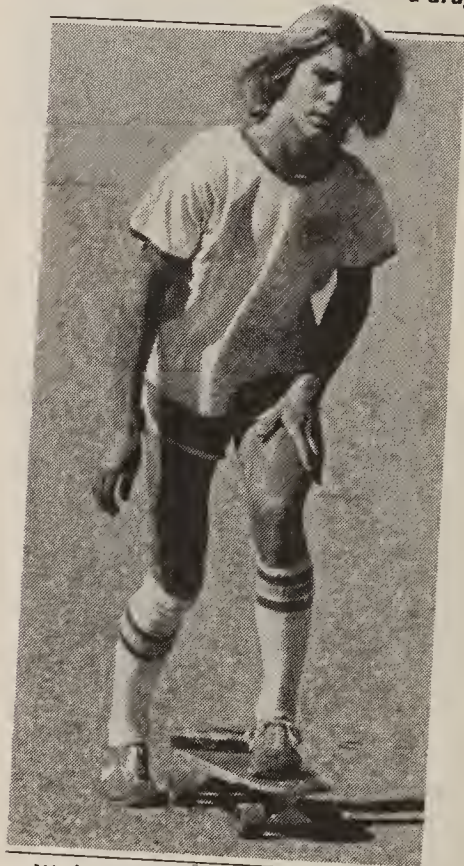
1993 — THE YEAR



A toast to stupidity — this beautiful 83-ft schooner was torched in a drug bust.



Crew overboard — the test.



We knew him when — John Kostecki at 17. (Last time for this picture, John, we promise!)



International Canoes. Think of them as Polaris

In **SEPTEMBER**, the **luxury tax** was finally repealed. You'd think they might have done it before American boatbuilding was completely in the toilet, but nooooo. Closer to home, we rode along as a little-known outfit called the **Farallon Patrol** provided a vital link with civilization to the people who live and work out at the **rockpile**. And we had a delightful chat with **Norm and Lois Anderson**, who at 63 are living proof that you're **never too old to cruise**. Also on the subject of oldies but goodies, we previewed this year's **Big Boat Series** by reviewing the last 30 years of it — and harkening some of the most famous names in yachting once again: **Lightning**, **Chubasco**, **Windward Passage**, **Baruna**, and **Orient**, to mention a few. Also in September, we reaffirmed why they call it 'dope' as we take a disturbing look at the involvement of **yachts in drug smuggling**. Finally, the serious subject of **recovering a man overboard** got a serious going-over in Bay testing, with some interesting results. Nearly as interesting is what your **boat insurance** doesn't cover. Hint: Check that policy before you race. We had a hard time trying to decide if the lead story in **OCTOBER** should be the ever-exciting **Big Boat Series** — or that guy up in Humboldt County that found the **world's biggest abalone**. The BBS won, even though it's not easy maintaining your dignity when a boat named **Pigs in Space** wins the grand prix division. For the smell-the-roses crowd, 'Island Mike' Pyzel suggested the **Channel Islands** as rough-cut gems worth a stop for Mexico-bounders. Down Caribbean way, we looked at another island jewel just being rediscovered by the cruising set: **Cuba**.



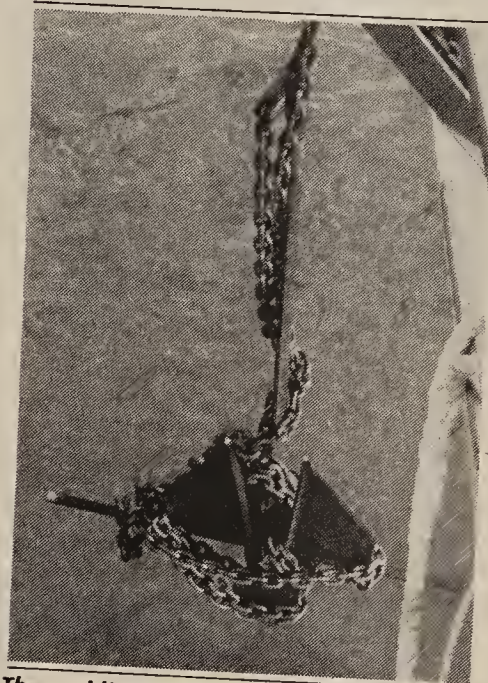
'Dark Star' — refit as a fiddle.



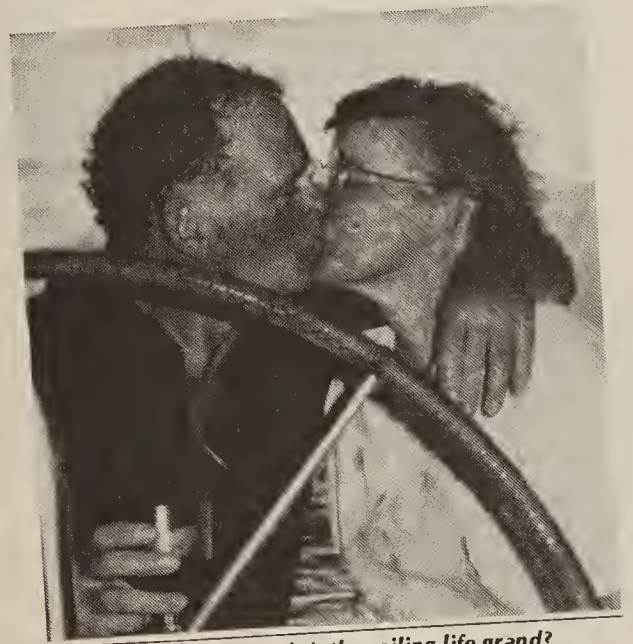
Two 'Cruz 52s were among the newest yachts to put the 'big' in the Big Boat Series.



missiles that you sit on — sort of.



The world's worst-fouled anchor — and it held!



Ain't the sailing life grand?

Speaking of how time flies, **NOVEMBER** seems like it was just last month. Oh, it was? Well, anyway, it will also be long remembered around these parts as the kick-off month for the epic two-part **Modern Tales of the South Pacific**, the last voyage of the radical Santa Cruz ultralight **Eclipse** and the month that **pirates returned to Treasure Island**. We caught up with globe-trotting wunderkind **John Kostecki** for an update before he's off to the America's Cup wars. And we started our **season champions** coverage for the 1993 season — which pretty much brings us full circle to the present. Not much point in telling you what you're going to see in this issue, so here's a look at some story ideas we're looking at for the coming year: An update on the who, what, when, where, why and how of **EPIRBs**; **Boat of the Month** articles on **Merlin**, the **Santana 20** and Josh Slocum's **Spray** and her many progeny. (1994 is the 100th anniversary of Captain Josh's famous circumnavigation.) We're planning interviews with such sailing personalities as **Tom Leweck** and **Bill Biewenga**, ongoing coverage of the **Whitbread Round the World Race**, and look forward to having a peek at what's new in the International America's Cup Class at the **IACC Worlds** in May — the first serious competition for boats and crews gearing up for the **'95 America's Cup**. There'll be lots more of course, we just don't know about most of it yet. The bottom line: you keep on liking it, and we'll keep on doing it. And that fun/time thing? If it makes sense to you, here's hoping your 1994 absolutely rockets by.

LBYC CABO '93:

History was made recently in Mexico, and we're not talking about NAFTA. Though it'll probably be remembered in the short run as the 'disaster race' — it started with fires in the Southern California hills and ended with Cabo digging out after devastating flash-floods — future nautical annals might well pinpoint the Long Beach YC's 1993 Cabo San Lucas Race as a significant turning point in the history of West Coast yacht racing.

"We think we're seeing the future of sub-grand prix yacht racing," enthused the Wanderer, who sailed down on *Latitude's* Ocean 71 *Big O*. "While it still needs a little fine-tuning, the concept is terrific! The only losers were southbound cruisers who didn't participate."

What the Wanderer was so excited about was the first-ever Cruising Division of this 804-mile race — or, for that matter, of any big league distance race. Alarmed by the precipitous free-fall of entries in their Cabo Race (from an all-time high of 49 boats in 1987, to 32 in '89, to just 22 in '91), Long Beach YC concluded it was time for drastic measures. Their answer was a non-spinnaker 'cruising race' that stopped twice — at Turtle Bay and Bahia Santa Maria — and allowed the use, albeit with substantial penalty, of engines. Seven brave pioneers answered the starting gun on October 30, Halloween Weekend.

As it turned out, the Cruising Division used up all the good wind and, from our observations, had a better all-around time than did the traditional racing fleet — 12 sleds and an odd collection of six other boats — which started a week later. But even this latter group made some history in a minor way: After four long years of trying, the SC 70 *Evolution* finally won an offshore race, and *Wap!*, a tiny Carrera 290, became the smallest boat ever to sail in a Cabo Race.

No speed records were broken, however, and *Blondie's* 1985 record of 3 days, 3 hours and 46 minutes was never remotely threatened. In fact, the race was so torpid that five boats dropped out in frustration.

The Cruising Division

As opposed to the jaded pros on the sleds — many of whom bolt for the airport after a shower and a few margaritas — the participants in the Cruising Division all stuck around to enjoy Cabo. In fact, all but one boat, overall winner Karl Bergheer's *Blaze*, used the race as a 'delivery' to kick off their cruising season in Mexico and beyond. We talked to people on each of the seven boats and came away with the following impressions:

Blaze — Bergheer and his nine-man all-male crew were the most serious group, showing up with a paid cook and captain, and three gennikers aboard his beautiful blue



1985 New Zealand-built Warwick 60. "It was our first race with the boat. We wanted to win, but we wanted to have fun doing it," admitted Karl, a big-time West Coast developer. The closeknit crew, all good friends of Bergheer through business and the Balboa YC, was a mixture of seasoned sailors and first-timers. "The three new guys were a little wide-eyed at first, but they

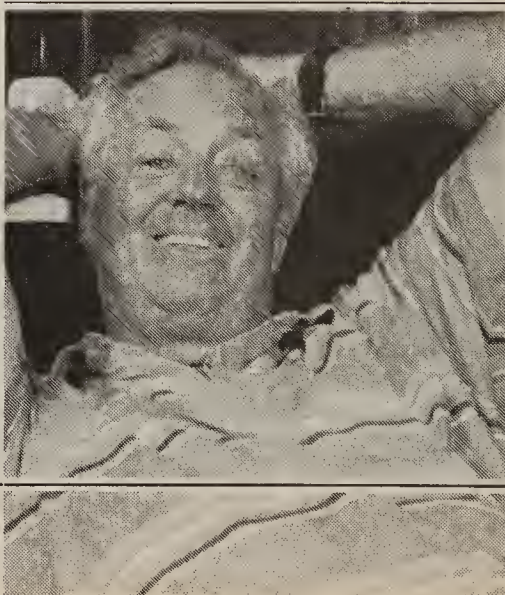
ended up loving it. They're hooked now!" reported Karl.

Blaze came in second on the first leg, and then won the next two — all without ever starting their motor! "Our strategy was to cover *Ms. Blu*, but after the first leg we started concentrating on *Big O* instead. Conditions were perfect for us; we were able to carry a genniker about two thirds of the time."

A lowlight of the trip was blowing out their half ounce genniker. Among the many highlights was "eating like kings". Bergheer's only regret was not being able to go cruising after the race like everyone else in the division. "Gotta pay the bills," he claimed. In the past, Karl has sailed his previous boats, a Peterson 44 and a Mason 53, to Hawaii and Tahiti.

Big O — Formerly a charter boat in the Caribbean, this well-travelled Ocean 71 was the party boat of the fleet. Who would expect anything else with the Wanderer and the Wanderette in charge? The coed crew was made up of four Bay Area friends — Jim Drake, Annette Martin, Doug Teakell and Jill Novy — and two out-of-town *Big O* irregulars, Rick and Susan. This gang surprised

Karl Bergheer and 'Blaze' walked off with honors in the first-ever Cruiser's Race to Cabo.



A NEW LOOK

running. It shouldn't be that way."

Roger Chrisman of the Nordic 40 *Wild Goose* was one of several who felt that the way the motor allowance was set up, larger boats such as *Big O* could have benefitted inordinately. "Chrisman is absolutely right," agreed the Wanderer. "Fortunately, that's something that can be easily rectified."

Big O is currently in PV, and will spend the winter travelling around the mainland and the Sea of Cortez. "We've forgotten how much we love Mexico," claimed the Wanderette and her friend Annette. "The cruise down was one of the most pleasant in recent memory, and despite all the development, you can still find spectacular beauty around Cabo."

Ms. Blu — Jackie Thomasen, daughter Barrie and a six-man crew joined the race because they were heading south anyway — they're off on an 18-month cruise to the Caribbean and the East Coast. "My husband Harry's into golf now, not sailing," explained Jackie. "He'll meet us at certain ports, such as Acapulco for Thanksgiving."

Because **Ms. Blu** — named after Kingfish's secretary in the old *Amos and Andy* radio show — had competed in many offshore spinnaker races before, she was widely considered the boat to beat before the first gun. Some bad tactical decisions, combined with not adding a gennaker to their sail inventory, dropped them to third. To console

Left, the agony of ocean racing. Below, Susan the mermaid made a splash at the start of cruiser's race.



ALL PHOTOS/LATITUDE

themselves by winning the first leg by five hours over *Blaze* and almost a day over everyone else.

"We were in full cruise mode," confessed the Wanderer. "The last thing we did before the start was top off the 500 gallon water and fuel tanks. Once the starting gun sounded,



With a bucket of 12 bugs just \$24, Turtle Bay was a delicious stop.

we cranked up the tunes and started pouring cocktails. The boat felt best on a beam reach, so we sailed wherever that took us. Thirty-six

hours later we were so far offshore that we didn't have any choice but to do one of our famous one-hour jibes. Luckily the wind shifted a few minutes later, so we had a hot beam reach right to the first finish line at Turtle Bay. Our success was a complete fluke — but in a cruising race it's better to be lucky than good."

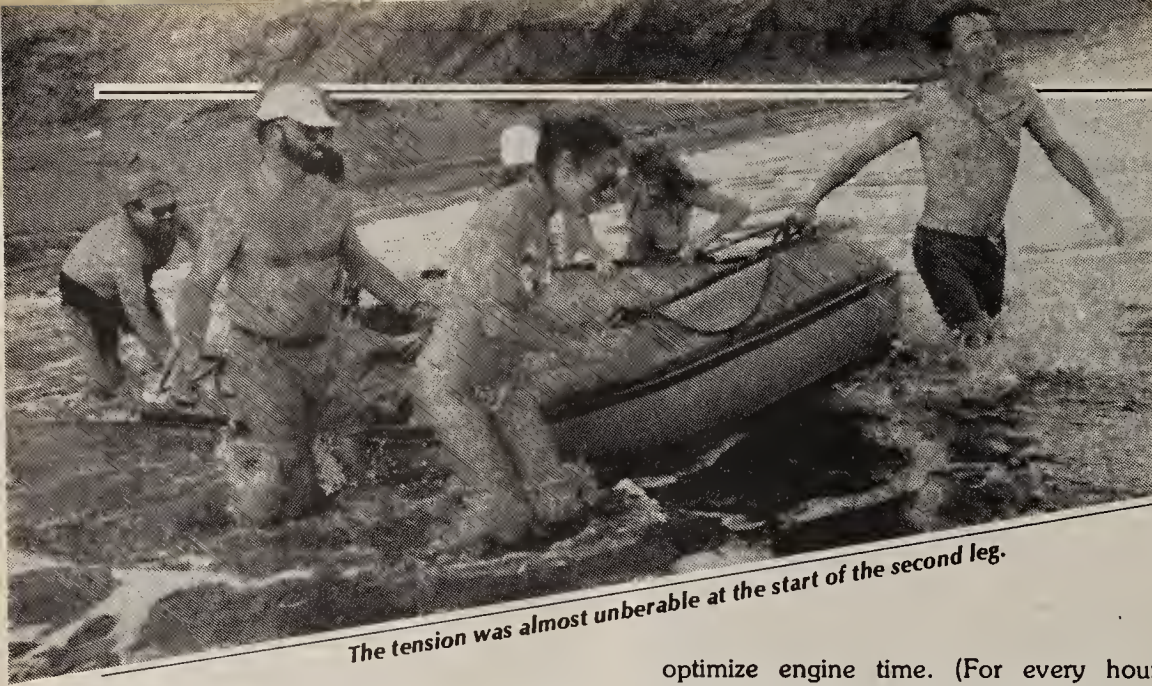
For their efforts, *Big O's* PHRF rating of 60 was adjusted, though in a backhanded way. After the first leg, the race committee kept *Big O* where she was and arbitrarily bumped everyone else up 13 to 16 seconds. Some of his crew got their knickers in a twist, but there wasn't a word of protest from the Wanderer. "People who are serious about winning belong in the racing division."

Big O slipped to the back of the fleet on the next two legs. But because the three-legged race was scored on cumulative time, the lead they'd fallen into on leg one was more than enough to assure them second place behind *Blaze*.

Although *Big O* benefitted most from the race being scored on accumulated corrected time, the Wanderer feels that it's a big mistake. "Given the fluky winds of Mexico, one bad leg can put a boat out of the



LBYC CABO '93:



The tension was almost unberable at the start of the second leg.

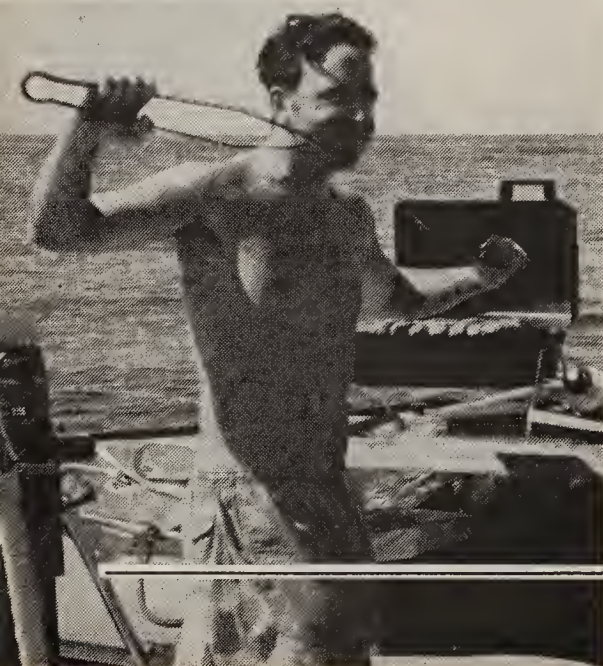
themselves, the crew spent every available hour fishing and clamming. Like some on *Big O*, they started the race in costumes.

Sails lady — Longtime sailors Byron and Marsha Henderson of Huntington Beach claim to have won the small boat division with their one-year-old Jeanneau 44. "We wish there had been one!" they laughed. The Hendersons sailed down with three crew, the bimini up, their biggest sail (a 125% on a roller) wung out and the autohelm doing much of the steering. "We weren't in it for a 'white knuckle' experience," they admitted.

Two mild bummers intruded on an otherwise pleasant sail: they broke their carbon fiber spinnaker pole and accidentally set off their 406 EPIRB. They noticed the light blinking — apparently it had been hit by something — and had been on for at least several minutes — and squelched it, but not before the authorities picked up the signal and called their family back home.

The Hendersons intend to cruise for the next five years, flying home fairly frequently to take help their son take care of the family insurance business. They enjoyed the race, and were amused to watch each leg get increasingly competitive as everyone figured out which ratings were bogus and how to

The mid-race BBQ. No stinking freeze dried food in the Cruising Division!



optimize engine time. (For every hour motored, three hours was added to a boat's corrected time, thus it usually didn't pay to motor until boatspeed dropped below two knots.)

Wild Goose — Tiburon's Roger Chrisman did the race on his Nordic 40 with buddies John Tilden, Dave Spaulding, Betty Wolf and Brooks Magruder. Afterwards, his wife Sarah and five-year-old daughter Carolyn took over as his crew for a season of Mexican cruising. Like Jim and Sue Corenman, the previous owners of *Wild Goose*, the Chrismans recently cashed out of a company they helped found and are enjoying the good life.

To warm up for the race, *Wild Goose* sailed the Encinal-Santa Barbara Race last July with the same crew. They were fairly serious about trying to win, but Roger, in particular, felt the deck was stacked against them by some screwy ratings. "Don't get me wrong, we had a great time," said Chrisman, who nonetheless agrees with the Wanderer that the rules of the Cruising Division needed some work.

Enchanted Lady — Jan and Andy Sibert were on their way to La Paz, where they spend each winter running crewed charters aboard their beautifully restored 1976 custom Roberts 55. They enlisted four crew for the trip, and despite some minor problems — two blown alternators, a broken halyard and a bird that flew into their cabin and died — they enjoyed the hell out of themselves.

"We especially liked the various ports," said the gregarious couple. "In fact, we stopped in Ensenada for dinner, which explains why we did so badly on leg one." They were kidding, we think — but in this division it's possible!

Unlike the rest of the fleet, *Enchanted Lady's* crew didn't fish on the way down. They had so many toys on their back porch there simply wasn't any room to cast a line out behind the boat. *No problema* — instead they traded for lobster with the *panga* people off Cedros. The going rate for 19 lobster turned out to be a 12-pack of beer and two baseball caps. "We pigged out," claimed Jan. "We had lobster pizza, lobster linguine, lobster on corn flakes, you name it."

The Siberts, who circumnavigated in the mid-'80s on a Columbia 43, enjoyed the race and indicated they'd do it again. "Next time, we're going to pump the boz. up with helium so it's lighter and we'll do better!"

Faith — Jim and Bruna Burbidge came in last in the Cruising Division, a hefty 92 hours behind *Enchanted Lady*. The reason? They motored their *Islander 36* far more than anyone else. "We thought it was mandatory to average four knots, so in the first leg we had the engine on for 27 hours," explained Jim, an attorney back in Ventura County. "In Turtle Bay we found out otherwise, but by then it was too late."

The Burbidges, who had been married less than a month, were on an extended honeymoon. They sailed down with their sheltie Bonnie and two other crew. "We would have done the race alone, but the rules stipulated a minimum of four crew," said Jim. Currently, the happy newlyweds are off on a three month cruise around the Sea of Cortez.

The Sleds

Even in a slow race, the ULDB 70s enjoyed tight racing. Right from the light air start on Saturday, November 6, it appeared that the beach would be the way to go — and sure enough, the boats which stayed offshore got hosed. "There were 10,000 holes out there," laughed *Kathmandu* owner Fred Kirschner. "We know because we found every one of them!" After two days of roughly 100 mile daily runs, *Orient Express* and *Pyewacket* bailed out for business reasons, leaving ten sleds still on the course.

The lead clump of six boats — *Holua*, *Evolution*, *Grand Illusion*, *Victoria*, *Silver Bullet* and *Mongoose* — arrived pretty much together at Cabo San Lazaro. Even as the wind filled in and the sleds began logging 200 mile days, the fleet still protected the inside of the course. Jibing duels routinely

'Ms. Blu' (left) and 'Blaze' were close together at the first start until 'Blaze' briefly lost their steering.



A NEW LOOK

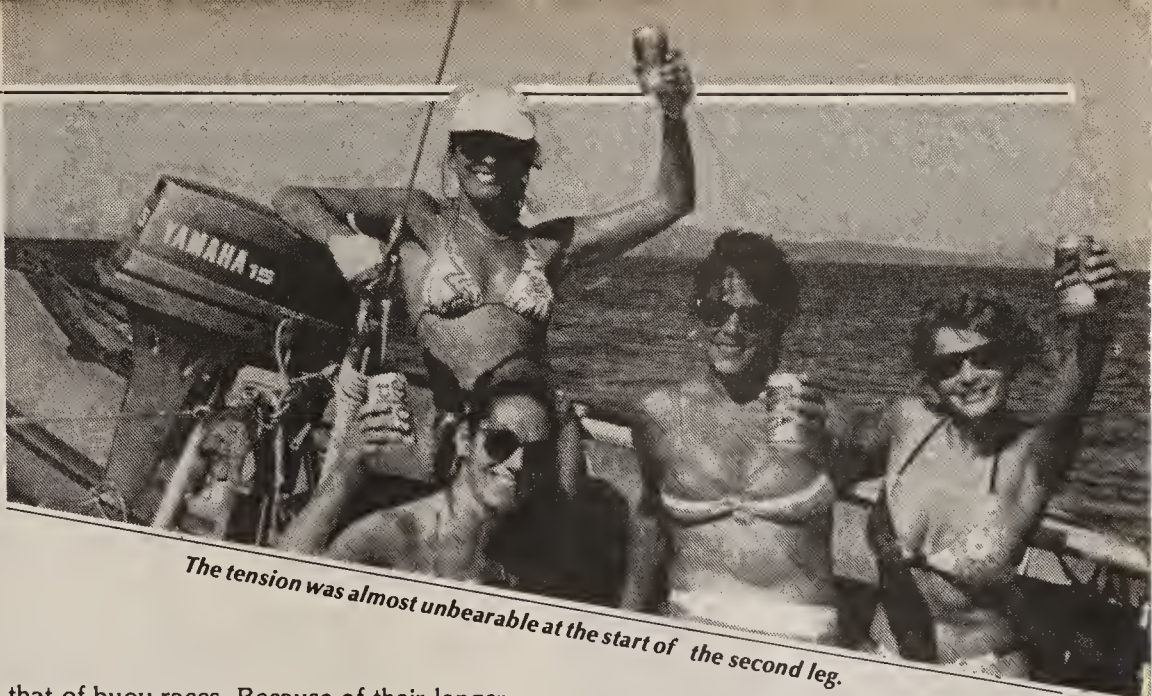
brought the boats within boatlengths of each other and watch systems were abandoned in an all-out drag race to the finish. Arriving at the Cape on the morning of the fifth day, the frontrunners — now minus *GI* and *Mon-goose* — once again encountered shifty light air and the ever-present adverse current.

Any one of four sleds could have won, but in the end — at 0723 — it was Brack Duker's SC 70 *Evolution*, with Peter Isler at the nav station, which crossed the line first in front of the Solmar Hotel. Mike Campbell's Andrews 70 *Victoria* was several minutes behind them, close enough to correct out for overall IOR honors. Fleet standings were determined using each sled's actual rating, but for purposes of the ULDB 70 season championship, the boats were racing levelly.

While Duker and crew (wife Betty, Don Ayres, Andre Lacour, Bill Herrschaft, Jim Linskey, Tim Lynch and Bob Mosher) were ecstatic to have finally broken "the curse", and Mike Campbell naturally was pleased to win on corrected time, the happiest guy in Cabo had to be *Silver Bullet's* John DeLaura. His third place finish — 20 minutes behind *Evo* and just two minutes in front of *Holua* — was barely good enough to hang onto the 1993 season championship. Had the *Bullet* been two minutes slower, DeLaura would have tied with Duker. A fifth place finish would have given *Evo*, which didn't win a race this year until this one, sole possession of the crown. See *Race Notes* for the season standings.

Half of *Bullet's* victorious crew — Jeff Madrigali, Mark Rudiger, Bill Erkelens and Robert Flowerman — hails from San Francisco Bay. Rounding out DeLaura's talented group was boat captain John Jourdane, Curtis Blewett, Mike Howard, Mark Sims and Tim Fuller.

According to Tom Leweck, who sailed his 43rd Mexican race aboard Hal Ward's N/M 68 *Cheval*, "If nothing else, this race surely established that it's not getting any easier to win a ULDB 70 race! These days, the intensity and drama of the distance races mirror



The tension was almost unbearable at the start of the second leg.

that of buoy races. Because of their longer duration, the emotional highs and lows go far beyond anything that happens around the marks. It's definitely not a place for lazy, faint-hearted or marginally-talented racers."

Everyone Else

Six boats in three divisions (IOR-B, PHRF A and B) didn't make for much in the way of horse races — especially when three of them dropped out. The Choate 48 *Plan B* (ex-*Boo*), the lone entrant in IOR-B, pulled the plug near Turtle Bay. Ironically, by the time they'd gone in for fuel, the wind had picked up to where they enjoyed an easy sail down to Cabo. The other DNFs — the Mac 65 *Joss* and Barry Bevan's Pearson 40 *Good Times* — quit earlier and simply motored home. "We had only gone 160 miles after over two days," explained *Good Times* crewmember Jim Aton. "Over dinner Sunday night, we calculated our ETA in Cabo as sometime around Thanksgiving, so we decided to bag it."

The three boats that stuck it out — a pair of vintage IOR dinosaurs enjoying new leases on life under PHRF and a tiny new ULDB 'sport boat' — were each rewarded with a trophy. 'Sweeping' the event (first-to-finish, first-in-class and first-in-fleet) was Chuck Weghorn's Farr 52 *Zamazaan*, sailed by an enthusiastic Bay Area crew who were getting their first taste of ocean racing. Adam Wheeler, Jose De La Torre, Chuck Hawley ("No, I don't work at West Marine"), Bruce Wilcox, Steve Lowry, Marty Long and Kathy Foster were reinforced for the trip by offshore veterans Leif Beiley (tactician) and Nick Alexander.

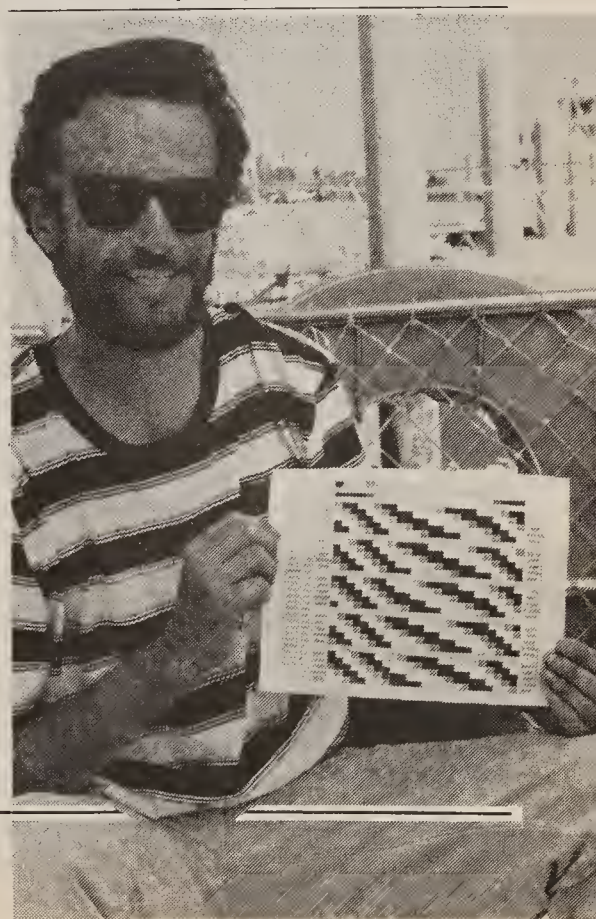
Zamazaan found the light airs of the top half of the course to her liking, taking an inside track that had her 70 miles ahead of the soon-to-drop-out *Joss* at the third roll call. Beiley, of B-Boat fame, picked the right time to head *Zamazaan* offshore, where they soon picked up the westerlies. "The old girl really kicked up her heels then, hitting lots of 14s and a few 16s," reported Beiley, a veteran of two Cabo races and a TransPac on the boat. "We ended up only 10 hours behind *Kathmandu* — not bad for an old battlewagon that wasn't much more than a

memory a few months ago!"

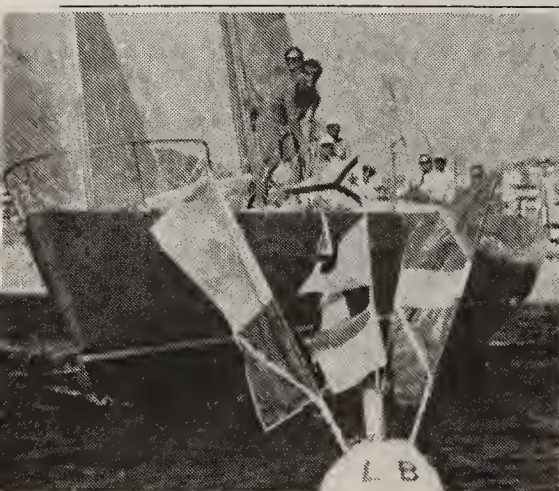
Another blast from the past, Dave Gray's red Davidson 45 *Pendragon* took PHRF-B. "As opposed to the '91 race, this one was a milk run," reported Gray. Finishing second to *Pendragon* was *Wap!*, Blaine Rorick's new Florida-built Carrera 290, which was the last boat into Cabo after six days and 20 hours on the course. Six inches smaller than an Olson 30, *Wap!* became the smallest boat ever to compete in a Mexican race.

"Living for a week at 2½ feet off the water was pretty interesting," said crewmember Bruce Cooper. "We saw turtles and dolphins close up, were slapped in the face by squid, and had flying fish whizzing overhead!" To save weight on the 2,980-pound ULDB, the four crew ate freeze-dried food and lots of granola bars, while rationing their water to half a gallon each per day. "It was a real marathon," continued Bruce. "You could

The 'Wild Goose' crew, diehard Max Ebb fans, utilized his computer-generated watch system.



LBYC CABO '93: A NEW LOOK



'Taxi Dancer' at the finish.

never stop racing — even where you slept affected boat speed."

However, quitting wasn't an option for Wap!'s crew — mainly because their trailer was already waiting for them in Cabo. Their tenacity was rewarded on the lower part of the course, where they averaged 10 knots over 390 miles. "It was a great ride!" related Bruce's brother Ken. "We stuffed the bow a bunch of times, pouring green water over the cockpit!"

So another fall Cabo Race enters the record books, though this one was probably more significant than anyone realized. With the sled class looking like it might be unravelling in the upcoming non-TransPac year — we could only identify seven boats that are poised to keep on campaigning — and interest in racing older leadmines seemingly on the decline, who will fill in the ranks in upcoming Mexican races? The answer just could be these so-called Cruising Divisions — which, with a little more 'care and feeding', promise to be an absolute blast.

Latitude salutes the Long Beach YC's excellent first efforts and offers the following suggestions and comments, culled from members of the fleet, for any such future races:

"First off, eliminate the unnecessary financial barriers that limited the number of entries. With so many boats traversing the coast and the prospect of a much larger fleet, the SSB requirement — which often means an investment of several thousand dollars — is overkill. Even the entry fee, especially for smaller boats, should be greatly reduced if at all possible. It would be better to have four entries at \$100 than one at \$400.

"Second, greatly encourage the participation of women, perhaps with a rating benefit. Male bonding is way overrated.

"Third, score the race by legs rather than

1993 Long Beach-Cabo Race

Cls	Flt	Yacht	Design	Skipper	Elapsed Time	Homeport
IOR-A						
1	2	<i>Evolution</i>	SC 70	Brack Duker	115:23:37	Marina del Rey
2	1	<i>Victoria</i>	Andrews 70	Mike Campbell	115:27:46	City of Industry
3	3	<i>Silver Bullet</i>	SC 70	John DeLaura	115:43:15	Sunset Beach
4	4	<i>Holua</i>	SC 70	Blake Quinn	115:45:32	Fresno
5	5	<i>Grand Illusion</i>	SC 70	Ed McDowell	116:56:51	Hermosa Beach
6	6	<i>Mongoose</i>	SC 70	Joe Case	117:27:04	Long Beach
7	7	<i>Taxi Dancer</i>	R/P 70	Bruce Chandler	117:48:39	Newport Beach
8	8	<i>Cheetah</i>	Peterson 66	D. Baker/D. Pennington	119:52:37	Seal Beach
9	9	<i>Cheval</i>	N/M 68	Hal Ward	122:05:23	Arcadia
10	10	<i>Kathmandu</i>	SC 70	Fred Kirschner	126:48:17	Coronado
—	—	<i>Orient Express</i>	SC 70	Peter Tong	DNF	Long Beach
—	—	<i>Pyewacket</i>	SC 70	Roy Disney	DNF	Toluca Lake
IOR-B						
—	—	<i>Plan B</i>	Choate 48	Dave Johnson	Corrected Time DNF	Long Beach
PHRF-A						
1	1	<i>Zamazaan</i>	Farr 52	Charles Weghorn	134:38:45	Burlingame
—	—	<i>Joss</i>	MacGregor 65	Dick & Camille Daniels	DNF	Long Beach
PHRF-B						
1	2	<i>Pendragon</i>	Davidson 44	Dave Gray	143:53:37	Newport Beach
2	3	<i>Wap!</i>	Carrera 290	Blaine Rorick	146:51:42	San Clemente
—	—	<i>Good Times</i>	Pearson 40	Barry Bevin	DNF	Benicia
CRUISE						
1	1	<i>Blaze</i>	Warwick 60	Karl Bergheer	113:59:10	Newport Beach
2	2	<i>Big O</i>	Ocean 71	Sin Syndicate	121:21:52	Tiburon
3	3	<i>Ms. Blu</i>	Swan 59	Leonard Connelly	133:16:04	Balboa Isle
4	4	<i>Sailslady</i>	Jeanneau 44	Byron Henderson	143:30:41	Huntington Beach
5	5	<i>Wild Goose</i>	Nordic 40	Rodger Chrisman	145:49:40	Tiburon
6	6	<i>Enchanted Lady</i>	Roberts 55	Andy Sibert	146:03:25	Seal Beach
7	7	<i>Faith</i>	Islander 36	James Burbidge	238:48:43	Pt. Hueneme

accumulated corrected time and correct the obvious inequality in power allowances.

"Fourth, keep the stops at both Turtle Bay and Bahia Santa Maria. They were easy to enter at night and great places to stop.

"As for you cruisers who didn't join, you missed something really cool. 'Race-cruising' with others made this the most fun Cabo run we've ever done. Most of the boats in the fleet had individual battles in which the 'enemy' was in sight at all times. No one let it interfere with their music, reading or cocktail

The post-race debriefing; "I was working on the bow when this huge wave came over my head..."



hours, but it added another pleasurable dimension to the experience.

"If a few entry requirements are dropped, such a cruising race doesn't have to be expensive. We'd didn't spend a nickel on any go-fast gear. Further, the cruising aspect eliminates the need for anyone to get too wound up — for instance, it took us about a day after the first start to get around to hoisting the genniker. And when it blew 35 knots for about 40 minutes one morning, we took our sweet time resetting the genniker and mizzen staysail when the wind moderated. If other sailors wanted to risk pushing their sails and sense of tranquility to the limit, they were probably in the racing group. And if somebody did it in the Cruising Division, so what — winning isn't what this division was about."

The next race on the *cerveza* circuit, San Diego YC's Manzanillo Race in mid-February, will feature a "Performance Cruising Class" which will stop midway at beautiful Santa Maria Bay. It will be interesting to see what kind of response they get, as they won't have November's south-bound migration to draw from. But if you're headed south about that time, we think you owe it to yourself to check this option out.

Based on what we saw in this Cabo Race, Cruising Divisions are an idea whose time has come. Don't miss out on the fun!

— latitude/rkm



Celebrations
WINE ★ OF ★ THE ★ MONTH CLUB
We evaluate hundreds of wines
& send you the best!

Receive each month:

- ★ 2 different bottles of outstanding wine from a different exceptional California winery
- ★ Discount prices on reorders
- ★ Our informative newsletter, *Vintages*
- ★ Opportunities to give gift memberships to family, friends, clients for any duration

\$30.00 per month including tax & shipping
1-800-700-6227
Visa/MC
1125 A Street, Suite 108A, San Rafael, CA

FLEMING MARINE REFRIGERATION
MANUFACTURING ENGINEERS

FACTORY DIRECT "OWNER INSTALL SPECIALISTS" SINCE 1973

WINTER SALE

ENGINE DRIVE, 1 COLD PLATE \$1,490 COMPLETE
1/2 HP 12V DC, 1 COLD PLATE \$2,530 COMPLETE
1/2 HP 12V AC, 1 COLD PLATE \$2,077 COMPLETE

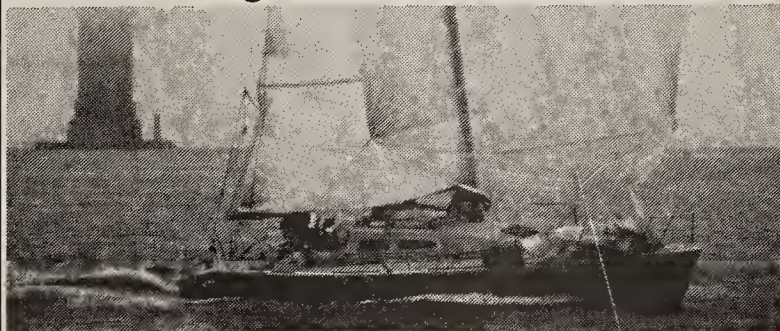
Pleasure and commercial • From 100 ton to fractional HP • AC • DC
• Engine drive • The widest range in the pleasure boat market today • Stainless manufacturing facility • Huge selection SS eutectic plates, liners and inserts.
Our advice and assistance is free. Please call.

1/2hp DC  1/3hp AC 

FLEMING
2302 Shelter Island Drive
San Diego, CA 92106
PHONE (619) 222-9124
FAX (619) 222-9234

Fleming Self Steering Models in Stock

Introducing The **NEWLAND 368**



LOA - 36.8' DISPLACEMENT - 5500 LBS PHRF - 48

Weighing less than the keel of most racing boats of the same size, you would expect high performance of the N-368. What you might not expect is the sophistication and innovation that enhances control, speed and safety. Things such as masthead spinnakers with extra long poles on a fractional rig, Laminar prop and shaft fairing, stall resistant elliptical rudder and semi-elliptical keel with bulb are combined on an easily driven hull. Vinylester resin and a uni-directional truss make the boat tough for the frequent 20+ knot speeds.

This is your opportunity to own a boat like **Pegasus XIV** which won the singlehanded TransPac by **3 days** over the second place boat. Boats are available to any level of completion.

For more information contact:

Pegasus Marine

7509 Madison Ave., Suite 111 • Citrus Heights, CA 95610
(916) 962-3669 • Fax (916) 962-1822



- New Sails
- Used Sails
- Trade-ins
- Repairs

NORTH SAILS MONTEREY
OFFICE:
561 DAVID AVE.
MONTEREY, CA 93940
PHONE (408) 646-5958

SHIPPING:
1083 MADISON LN.
SALINAS, CA 93912

GOOD USED SAILS

Giant inventory of new and used sails in stock for immediate shipping. All sails come with our satisfaction guarantee.

• MAINS
• HEADSAILS
• SPINNAKERS

THE SAIL WAREHOUSE

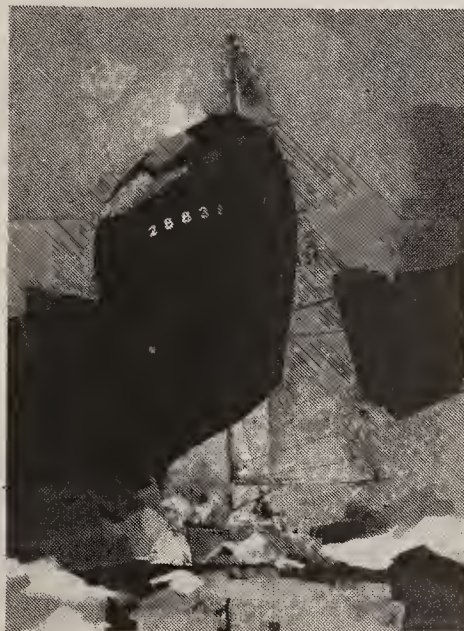
NEW & USED SAILS • REPAIRS • TRADE INS



PHONE (408) 646-5346
FAX (408) 646-5958

A Great Gift Idea



Commission
Jim DeWitt
to paint a
portrait of
your boat.

Call him at
800-758-4291

Other DeWitt
originals, prints,
limited editions
and posters are
available. Ask for
a free brochure.

deWitt

DeWitt Studio

1230 Brickyard Cove Road, Ste 200
Point Richmond, CA 94801
Fax: 510-234-0568 Phone: 510-232-4291

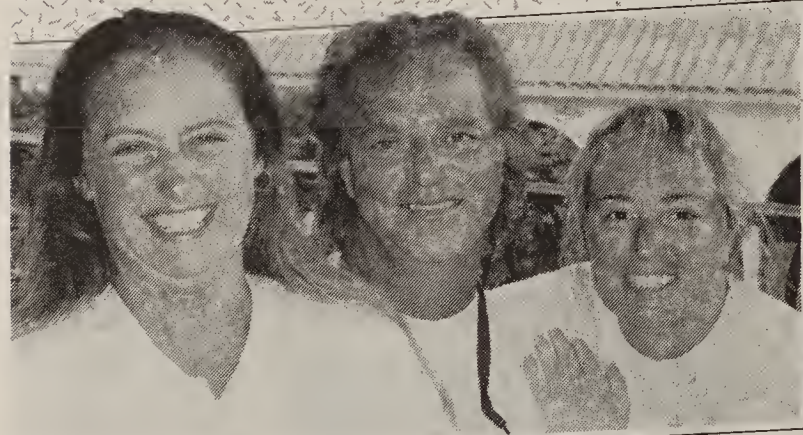
CABO CRUISERS

On Wednesday night, November 3, the skies opened up over Cabo San Lucas, inundating the place under almost two feet of water in less than a day. It was their biggest rainfall since the 1930s and it caused flashfloods that killed anywhere from several dozen to more than one hundred people (they're still digging out), washed out roads, cut off electricity briefly and left most of the town without water for several weeks. Flooding was so severe that a parked convertible Volkswagen Bug was literally swept down the launching ramp by the Harbormaster's Office into the inner harbor, where it floated for about 100 yards before going to its watery grave. . .

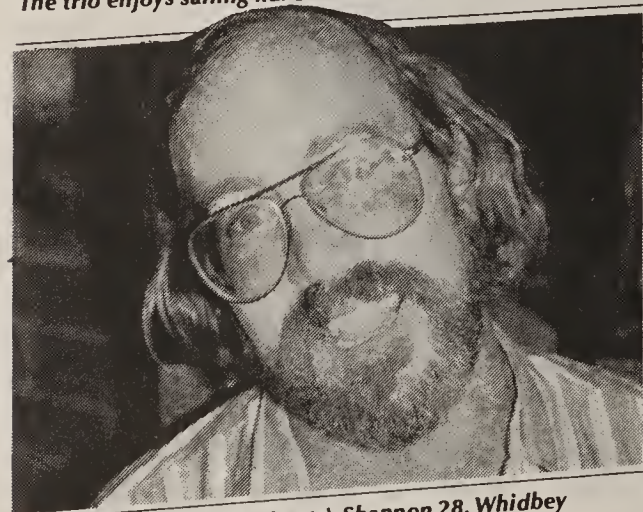
With a monsoon of such biblical proportions, we searched high and low among the Mexico Cruising Class of '93-'94 for a large Hans Christian with pairs of animals down below. We were relieved to note that there was none, nor any cruiser named Noah.

In fact, things should be more or less back to normal by the time you read this — and the soggy situation did little to dampen the enthusiasm of the cruisers we chatted with, many of whom are profiled in the following pages. Starting next month, we'll crank up our regular *Some Like It Hot* Rally coverage (if you can't wait, see *Changes* for a list of the first 30 'winners'). In the meantime, meet some of the lucky earlybirds that passed though Cabo recently.

— latitude/rkm



Laura Smith, Al Poole and Lorelei Kusin ('Iquana Azul', Columbia 30, San Francisco). Poole, the assistant harbormaster at San Francisco Marina and a part-time bartender at The Ramp, and his harem are headed down to Costa Rica. "I'm shocked — I can't believe this place has changed so much in such a short time!" remarked Al, who hasn't been to Cabo in six years. The trio enjoys sailing naked when weather permits.



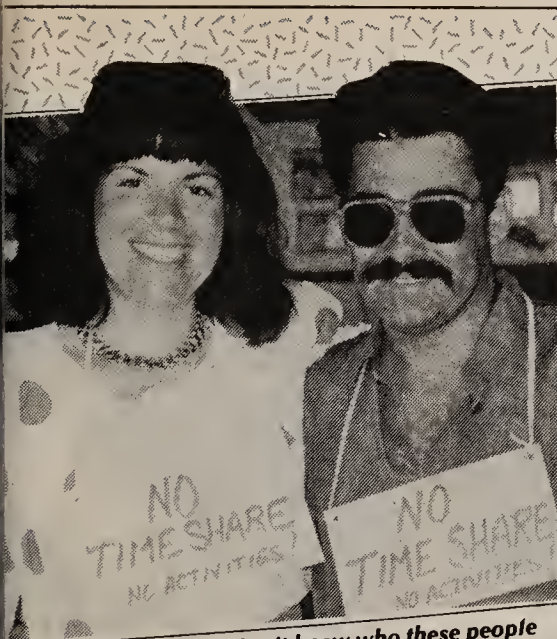
Ike Hightower ('Andreste', Shannon 28, Whidbey Island). Ike was exhausted but happy after singlehanded down from San Diego. "Three days between ports is about the limit of my endurance," said Ike. "I've got to be really careful — my life savings are tied up in this boat!"



Paul Osborn, Jim Starr ('Rascallion', Baltic 51, San Francisco). Osborn was prepping his Contessa 32 'Grenadier' for a season in Mexico when Starr, his neighbor in South Beach Harbor, invited him to join forces on his larger boat. The duo, both experienced Bay racers, had the distinction of being the first to sign up for the Hot Rally this year. Their wives were flying down to join them for the next leg to Puerto Vallarta. Above, Paul and Jim admire the temporarily less-than-sparkling waters of Cabo's inner harbor.



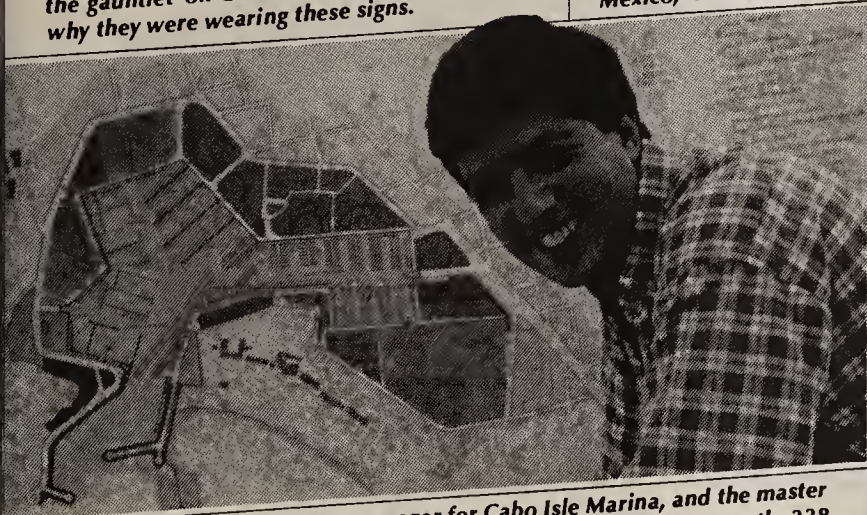
Len Connelly, Barrie Thomasen, Darren McKinney, Jackie Thomasen and Darren 'Rocky' Smith ('Ms. Blu', Swan 59, Newport Beach). After finishing third in the Cruising Division of the Cabo Race, this group is off on an extended tour of the Caribbean and the East Coast. They'll also participate in next summer's Bermuda Race. "We must be nuts!" laughed Len. "We're going cruising for 1½ years in order to do a four day race!"



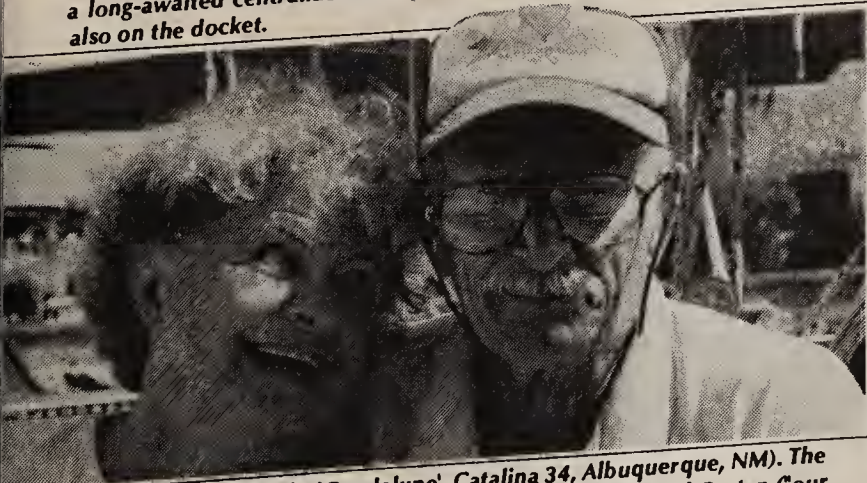
Land cruisers. We don't know who these people are, but we liked their style. If you've ever 'run the gauntlet' on Cabo's main drag, you'll know why they were wearing these signs.



Larry Knoll, Wilfried Glock and George Baty ('Sylvia', Tayana 42, Newport Beach). "Wilfried just bought 'Sylvia' from our brokerage," explained Knoll. "It's his first boat, so as part of the deal, George and I helped him deliver it here. It went pretty well for a shakedown cruise." Glock, a semi-retired globetrotting German businessman, plans to spend the winter exploring the mainland and the Sea of Cortez. "Cabo isn't really Mexico," he claimed. "It's too much like America."



Enrique Fernandez, project manager for Cabo Isle Marina, and the master plan for the development of Cabo's waterfront. There are currently 338 slips; plans call for 750 in the next five years. More breakwaters, a terminal for two cruise ships, expanded dry storage facilities, a 'real' fuel dock and a long-awaited centralized customs/immigration/port captain facility are also on the docket.



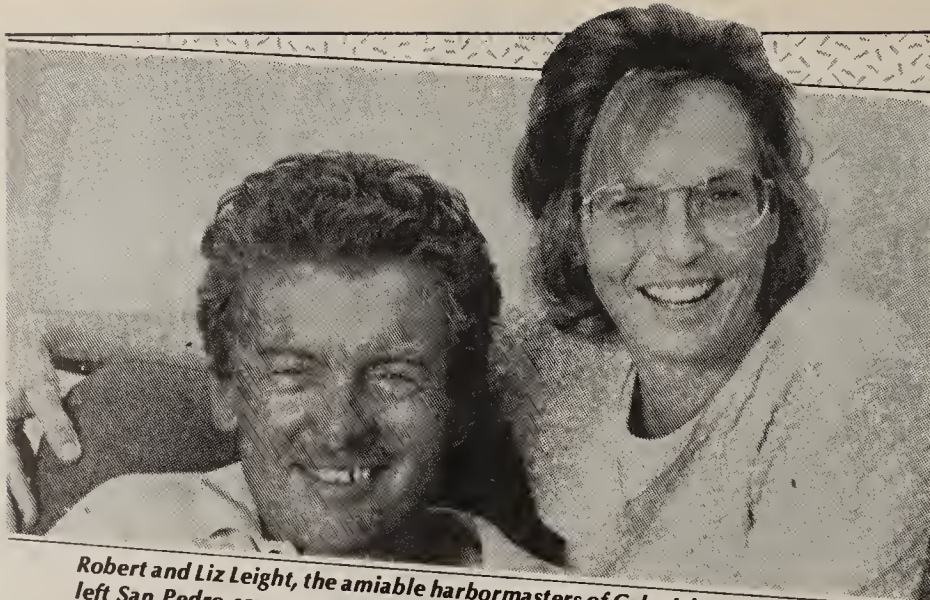
Marquita and Jim Purdy ('Guadalupe', Catalina 34, Albuquerque, NM). The Purdys, both in their early 70s, were headed for the Sea of Cortez ('our backyard'). They also own a Catalina 27, which they're now going to truck from San Carlos to a lake near their hometown. Married 48 years, with six kids and "either 24 or 26 grandchildren", they love the cruising life. "Living outside is healthy," said Jim, a retired dentist. "It keeps us young! We wouldn't trade our lives with anybody we know."



Carolyn Chrisman ('Wild Goose', Nordic 40, Tiburon). Five-year-old Carolyn, the youngest member of the Class of '93-'94, enjoys reading good books when she travels. Her father Roger had just raced the 'Goose' down to Cabo, where Carolyn and mom Sarah joined the boat for a lap around Mexico. They'll interrupt their cruise in January, flying home for a month of skiing.

Some Like it Hot!

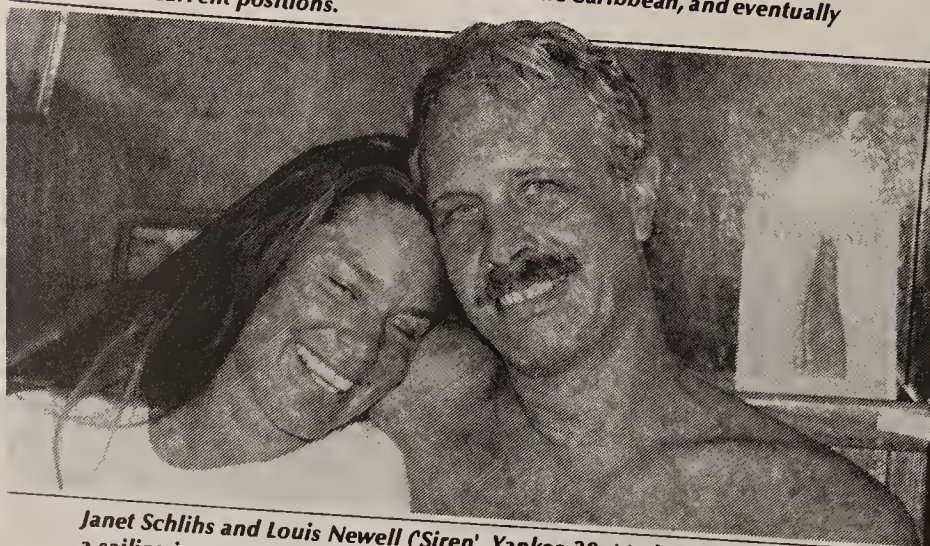




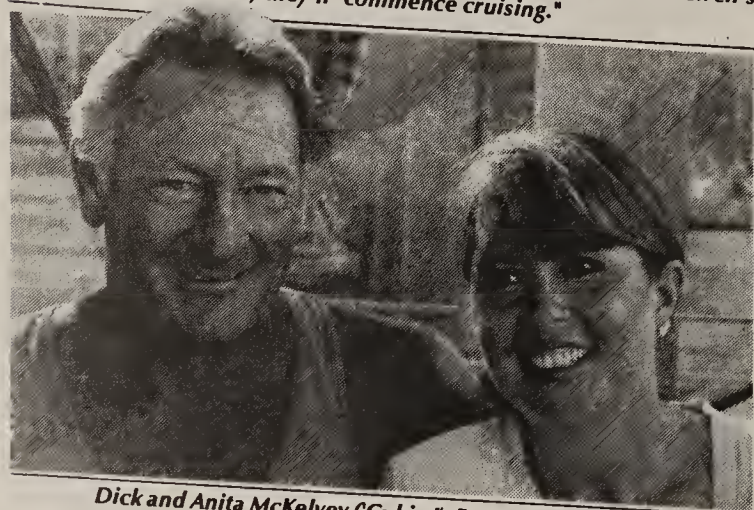
Robert and Liz Leight, the amiable harbormasters of Cabo Isle Marina. They left San Pedro seven years ago in their Vanguard 'Ladybug', which is presently docked outside their office. The Leights' cruise led them to jobs with The Moorings, first in Puerto Escondido, then the Caribbean, and eventually to their current positions.



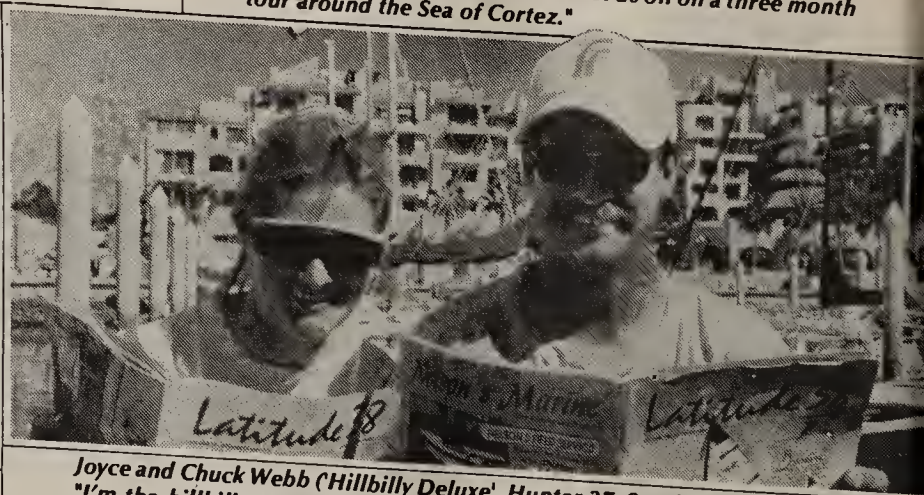
Bruna and Jim Burbidge with their sheltie Bonnie ('Faith', Islander 36, Port Hueneme). "We're on our honeymoon!" announced Jim, an attorney, and his new bride, a dental assistant. "We had a nice trip down with two crew in the Cabo Race. Now its just the three of us off on a three month tour around the Sea of Cortez."



Janet Schlihs and Louis Newell ('Siren', Yankee 30, Marina del Rey). Louis, a sailing instructor, and Janet, a yacht broker, are off on a "much needed" six month vacation. They were passing through en route to PV, where they're looking forward to spending two free weeks in Newell's father's condo. After that, they'll "commence cruising."



Dick and Anita McKelvey ('Cubie I', Brewer Puget Pilot Four Seas, Seattle). "We love the weather down here!" said the McKelveys, who are ultimately headed for the Caribbean. They reported a gnarly trip down to San Francisco, but smooth sailing since. As former airline employees, they can hop back and forth to Seattle cheaply when the urge strikes.



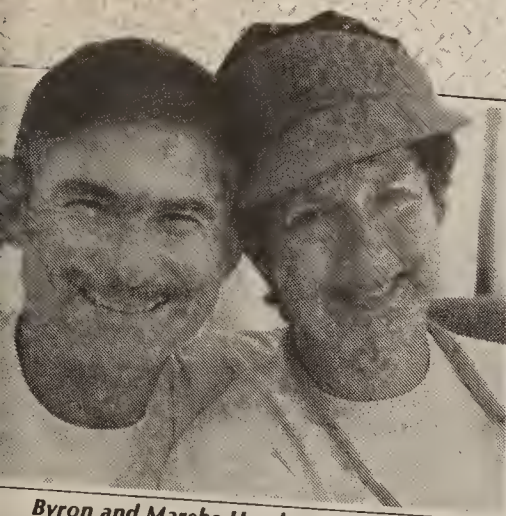
Joyce and Chuck Webb ('Hillbilly Deluxe', Hunter 37, South San Francisco). "I'm the hillbilly, she's deluxe!" laughed Chuck, with a hint of Kentucky accent. The Webbs, both in their mid-30s, have been living aboard in Oyster Cove Marina for five years to save money for their intended two-year dream cruise. They're bound for Ireland to visit Joyce's family and attend her sister's wedding. "We're moving slowly and steadily," said Chuck. "It's been a piece of cake compared to sailing on the Bay."



Some Like it Hot!

ALL PHOTOS LATITUDE/ROB

CABO CRUISERS



Byron and Marsha Henderson ('Sails lady', Jeanneau 44, Huntington Beach). The Hendersons, who competed in the Cabo Race, are now cruising in three month increments. "Our son is minding our insurance business, but we still need to fly back and forth a lot," said Byron. They intend to sail to Hawaii in the spring.



ike it t

Pam Woods and Derek Ostrander, the friendly owners of 'The One That Got Away', the southern headquarters of our Some Like It Hot Rally. If you want local knowledge, a cold beer, a Hot Rally T-shirt or most anything else, find these folks!



Bob and Debi Bordwell ('Dolphin Amica', 42' Garden Porpoise, Newport Beach). "We sold the house, the Mercedes, the BMW and all five phones," said Bob, who toiled as a banker for the last 22 years, and Debi, a former realtor. "We're free! We're outta there for as long as the fun and the money hold out!"



Rick Muething, Eric Reeser, Bill Beyers and Bill Brugler. ('Second Wind', C&C Landfall 43, San Francisco). Rick, an electrical engineer, was off on a three or four month sabbatical. He found his crew, directly and indirectly, through the Latitude Crew List — in fact, Brugler has now been on five great voyages through the List! Eric, a sushi chef in a former life, kept them eating fresh fish the whole way down.



Elvin Schultz, Bernadine and Van Van Deventer ('Western Sea', Cross 42 trimaran, Sacramento). The Van Deventers and their son Elvin were en route to La Paz with 20 boxes of clothing for the local orphanage. They cruised Mexico in 1990 for nine months; this time they're on an open-ended, unhurried trip. "Cabo is for young people and tourists," said Van, a retired engineer. "I prefer the more secluded spots."



Jan and Andy Sibert ('Enchanted Lady', Roberts 55, Long Beach/La Paz). "We're the only legal charter outfit in La Paz besides The Moorings," claimed Andy. "And they don't offer crewed charters like we do!" The Siberts joined the Cabo Race as a speedy way to return to their winter stomping grounds. "We thought it would be fun — and it was!"

THE ATOMIC FOUR —

There are no middle of the roaders when it comes to the sailing world's most ubiquitous 'iron wind' — the Universal Atomic Four, aka the 'anemic four', aka 'the atomic bomb'. But whether you love them ("The little bugger just won't die!") or hate

First produced in 1948, by the time the Atomic Four went out of production in 1985, diesels had become the darlings of the sail-

"If you can put that thing together and make it run, you can sail the boat for the summer."

them ("I'd rather sail with no engine"), you can't deny that the Atomic Four has earned at least a dusty corner of yachting history.

The basic engine is actually a great example of postwar American engineering at its best. The engine blocks are true marine blocks, cast iron with a high nickel content. Combined with being overbuilt, that makes them slow to rust out. Even with raw-water cooling, many Atomic Fours are still giving dependable service after 30 or more years of regular duty.

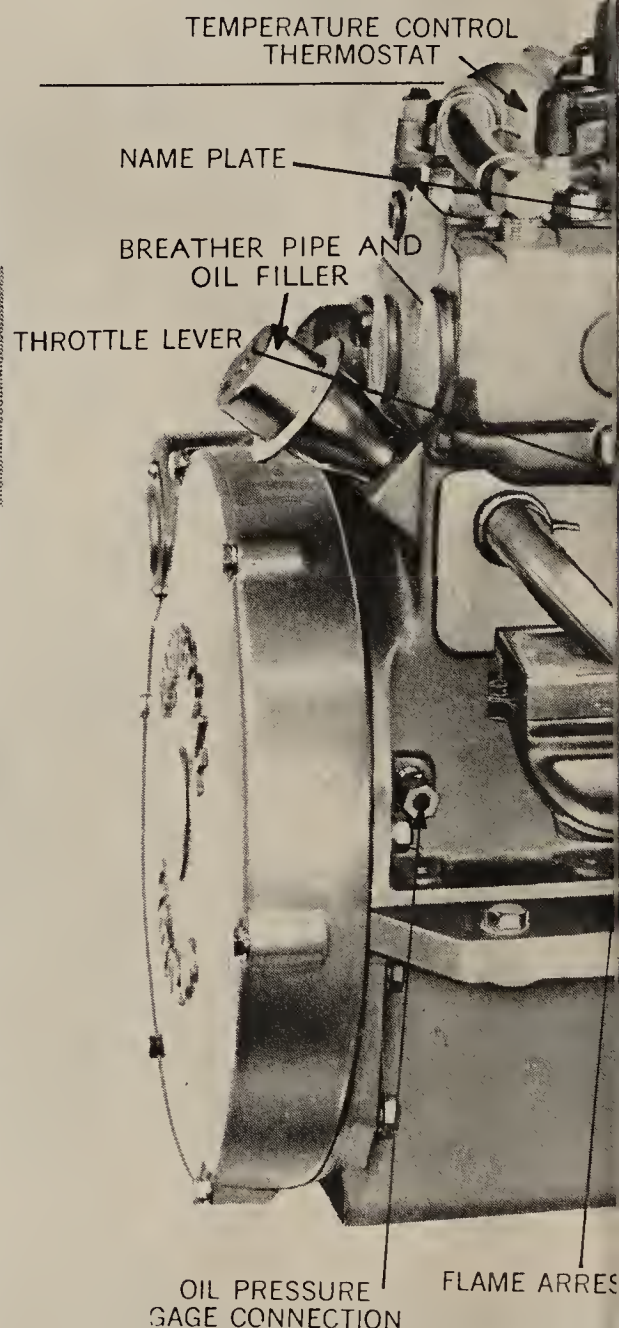
Other design goals were to make the engines simple and easy to work on. Though gas was cheap at the time, they also turned out to be relatively fuel efficient, and they ran a lot smoother than the early diesels. But what really made them the perfect choice for a lot of boats was price. They were inexpensive, and even cheaper when bought in quantity by boatbuilders. And buy them they did — for almost three decades, Atomic Fours

boat world, mainly due to the common beliefs that they were safer, more fuel efficient and more dependable. Safer goes without saying. (A stray spark won't ignite diesel fuel.) More fuel efficient? Probably. But more dependable? As many owners will tell you, with a little TLC, Atomic Fours are pretty darn good little engines. Many still chugging merrily away in the bilges of sailboats were there long before their current owners were even born.

Although the Atomic Four engines are no longer being made, parts are still available. Westerbeke bought out the original manufacturer, Universal Marine Engines, several years ago. They have many parts in stock and are trying to actually increase parts availability. It seems demand has been going up steadily in recent years.

Parts are, for the most part, fairly easy to get in the Bay Area. Seapower Marine in Oakland and Trans-Pacific Distributors in Fairfield are the main suppliers locally. Prices are generally pretty reasonable, with the exception of the once-thought-to-be-extinct thermostat at \$65 a pop. A basic rebuild kit consisting of crankshaft bearings, rod bearings, piston rings and a gasket set costs about \$600, according to Henry Bramhill at Trans-Pacific. He adds that prices should be substantially lower sometime this fall. It seems that price competition from outsources and a desire on the part of Westerbeke to make more parts available will soon be felt at the parts counter.

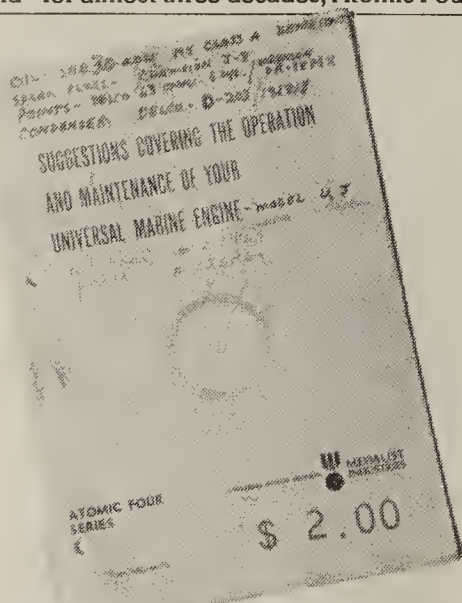
Parts such as points, condenser and rotor can already be had at some savings from one of those outsources — your local auto parts store. The ones in my 1972 UJ model Atomic Four have Delco Remy equivalents. The points, for instance, are the same ones Chevy used in their 1963 straight-six engine. The spark plugs are Champion J-8s, probably the most common spark plug ever made. They were used in everything from passenger cars to outboard motors to lawnmowers.



My first encounter with an Atomic Four was in a friend's 1959 Pearson Triton. The boat had been sitting in its slip unused for about three years. It had a beard on the bottom about two feet long and the engine was spread amongst three boxes in the bilge, the head and the V-berth. My friend said, "If you can put that thing together and get it running, you can sail the boat for the summer."

I remember thinking to myself, "How hard can that be?"

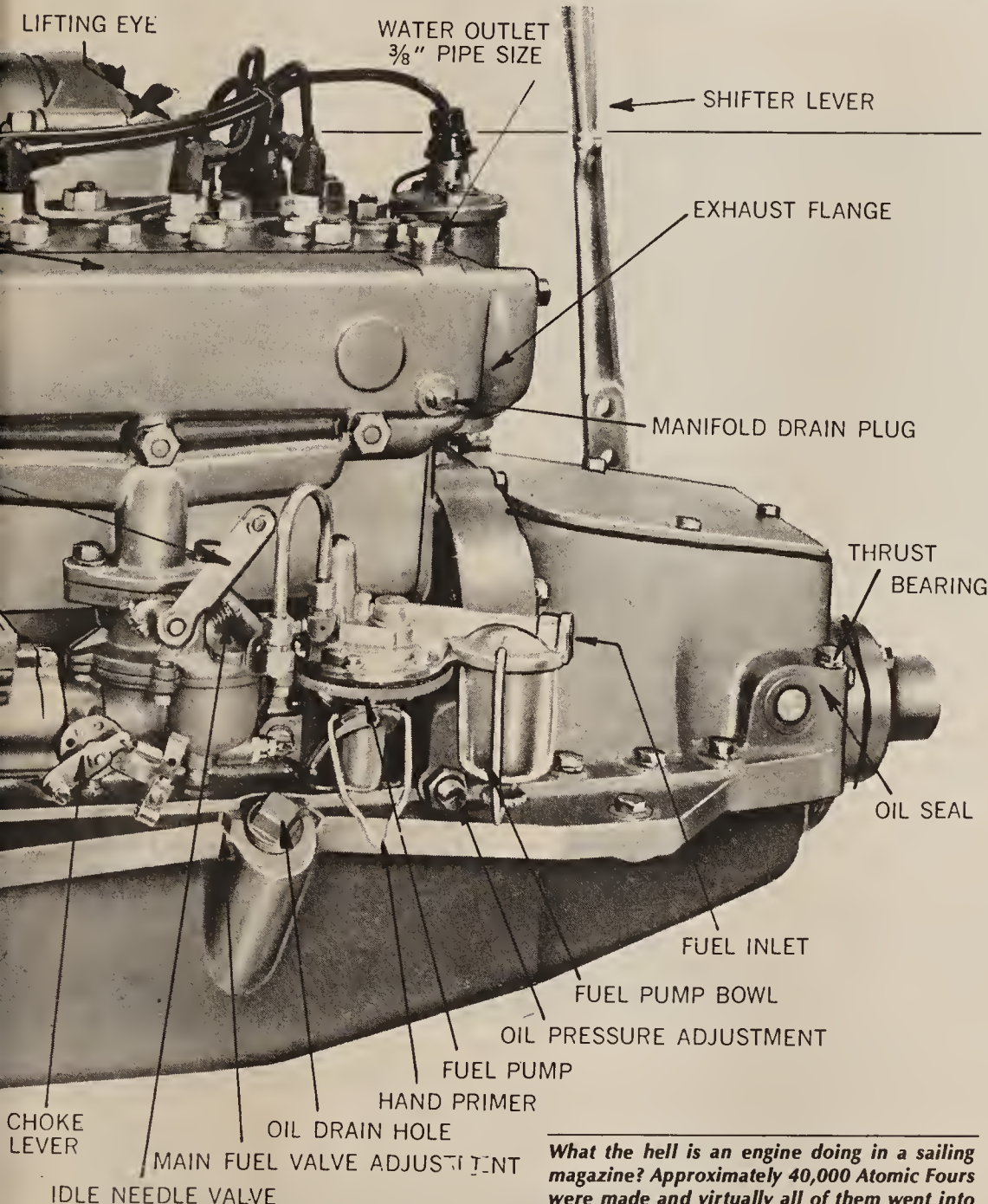
The engine itself was simple. Volkswagen simple. Model A simple. No critical tolerances, no special tools needed. Of course, it was wedged so tightly under the cockpit sole that you needed mirrors and double-joints to work on it. But I figured I could endure a few hours of low-level pain and suffering to gain the use of that great boat.



It ain't much, but the 26-page Atomic Four 'manual' is invaluable when working on a 'Bomb'. Unfortunately, you may have better luck finding a Gutenberg Bible.

were the 'standard' auxiliary engine offered by almost every American yachting manufacturer at one time or another.

LEARNING TO LOVE THE BOMB



What the hell is an engine doing in a sailing magazine? Approximately 40,000 Atomic Fours were made and virtually all of them went into sailboats. That earns a picture in our book.

I left quite a bit of knuckle skin and blood in that little torture chamber, and I cursed designer Carl Alberg's name every time I made a new deposit. But after three weeks of pondering the use and location of various parts, I finally got it together and fired it up. It smoked like an East Indian mosquito fogger — but hey, it ran!

My only guide during the rebuild was the 26-page 'manual' for the engine, *Suggestions Covering the Operation and Maintenance of Your Universal Marine Engine*. It may not sound like much — and it wasn't. But one of these and a basic understanding of four-cycle flathead engines is about all you need to jump into working on one yourself.

The beauty of a flathead — for all you 'dual overhead cam' types too young to remember — is that there are no valves or

other moving parts in the head. This means removing the head is about a 10-minute job in most cases. I've had the head off the little Atomic bomb in my 1972 Yankee 30 three times. The first time, I was trying to track down an elusive exhaust leak. The second was to have a mini-survey done. And the third, well, the third is a longer saga, but one worth recounting as it points once again to

the extreme hardness of these engines.

I had run aground in the Delta. Somehow, in the process of trying to back the boat into deeper water, some water backed up

into the exhaust manifold, got sucked into the number 4 cylinder and killed the engine. I figured this out when I pulled the number 4 spark plug to see what was going on and water spewed out the hole like Linda Blair puking pea soup in *The Exorcist*.

I turned off the water inlet valve and set about removing the cylinder head, all the while still hard aground. What the heck — I wasn't going anywhere for a while anyway until the tide came up.

Using only a big Crescent wrench, vise grips and a big screwdriver, I had the head off in less than 10 minutes. After removing the water with a sponge and paper towels, I WD-40'd the pistons, cylinders, valves and head. But damage control was only partially complete. If there was water up top, I knew there had to be water in the oil, too. So when the tide refloated the boat, I sailed 50 miles upwind, nonstop and singlehanded to my Richmond slip, arriving a little after 5 a.m. the next morning.

After installing a new double head gasket (factory recommended procedure), and doing four oil changes — one with sludge remover added — the oil looked as clean as Tupelo honey and the engine ran better than it had in years.

You have to admire a piece of equipment that can take abuse like that and come right back at you with, "What's next, boss?"

Of course, nothing lasts forever and sooner or later, every owner of an Atomic Four is faced with The Big Decision: Should you rebuild, or switch to a diesel?

Well, it depends. Like the man says, "How much money do you have, kid?"

Rebuilding the engine yourself, assuming you have the skills to do it, will set you back about \$800 for both the parts and machining services. Having a reputable shop remove, rebuild and reinstall the engine could run anywhere from \$1,600 to \$2,500.

(Finding a reputable shop is a bit beyond the scope of this article, but generally speaking, look for a mechanic who's familiar with Atomic Fours, answers your questions in a straightforward manner, and doesn't attach a lot of disclaimers or cost-increasing caveats

It smoked like an East Indian mosquito fogger — but hey, it ran!

to the deal. For example, even if the engine block is beyond saving, a rebuildable core shouldn't cost more than about \$300.)

Switching to a diesel, such as the popular

THE ATOMIC FOUR

UNCLE KARL'S RECOMMENDED MAINTENANCE TIPS

1. Change engine oil every 25 hours of operation or at least once a year if you don't use your engine that much. Remember, the Atomic Four doesn't have an oil filter (unless you've added an aftermarket one — a good idea).

2. Tune up your engine — points, plugs and condenser — every 50 hours, or at least once a year.

3. Check all water hoses for chafing, cracking or leaks every three months of normal operation. Replace any doubtful ones.

4. Watch for plugged water passages in raw water cooled engines. Crystallized salt deposits can build up to the point of blocking vital cooling passages. This 'hardening of the

arteries' is most common in three areas: the manifold-to-block joint, the side cover water inlet and around the thermostat. (Crystallization often shows up as whitish 'fur' around the offending joint.) Big flakes of rust can also block passages. Atomic Fours normally operate in the 140° to mid-150° range. If your engine starts running hotter than 160°, suspect plugged water passages. Obviously, fresh water cooled engines do not have a crystallization problem.

5. Check the sediment bowl in the fuel line every 25 hours. These units are a joke, but they're better than nothing. A big improvement: install a spin-on water separator type filter.

Yanmar two-cylinder, will cost around \$7,000, give or take \$2,000 depending on whether you have to replace peripheral equipment like the propeller, prop shaft, engine mounts, exhaust system and/or fuel tank. Despite what some manufacturers claim, there are no diesels that are straight bolt-in replacements for Atomic Fours.

It's no surprise that major engine work

can set you back major bucks. What might surprise you is longevity estimates for that Atomic Four if you decide to go the rebuild route. Most of the mechanics we talked to felt that, with the proper care, 30 years was a reasonable lifespan for a raw (salt) water cooled engine — and at least double that for a fresh water cooled engine! For those who have enough room in their engine compart-

ments and are feeling particularly magnanimous, you can convert your raw water cooled engine to fresh water cooling. Installation of the heat exchanger unit runs about \$900, says Karl Swartz at Karl's Marine in Richmond.

For many people, a do-it-yourself rebuild is the only viable choice — which brings us back once again to the beauty of the Atomic Four: it is as simple, economical, hardy and dependable today as it was 45 years ago. With a manual, a few basic tools, (and a good supply of band aids), anyone reasonably mechanically inclined can probably get one back together and running without too much sweat. You'll learn a lot in the process, and you might have some fun. Maybe you'll even develop a respect and — dare we say — pride for the little bugger that you didn't have before.

And who knows: Someday, somewhere, the fruits of your labor could be a real lifesaver.

— mike hockin

The Quality and Craftsmanship You Want, at a Price You Can Afford.

Today, sails are designed by similar computer programs, and constructed of similar materials. The difference is the quality and craftsmanship and the price you must pay. Lee Sails offers you the best of all.



LEE SAILS

647 Pacific Avenue
Alameda, CA 94501
(510) 523-9011



MARINE SERVICE INC.

1-800-326-5135
415-453-1001 • Fax 415-453-8460
619 CANAL ST., SAN RAFAEL, CA 94901

- Largest Parts Inventory
- Best Equipped Workshop
- Repower Center
- Docks and Drystorage
- 12T Travellift

YOUR #1 IN VOLVO PENTA

NOW ALSO FEATURING

OMC • EVINRUDE • ONAN

**FREE LIST OF
OVER 3,000 USED BOATS
FOR SALE BY OWNER**
Includes seller's name and phone number
ABSOLUTELY FREE OF CHARGE

Call 1(800) 266-BOAT

WESTERN BOAT LISTING
no commissions involved

Superior Yacht Varnishing

by Kerry Clark Spindler

*For quality work based on experience with some of
the finest yachts and waterfront properties in
Northern California.*

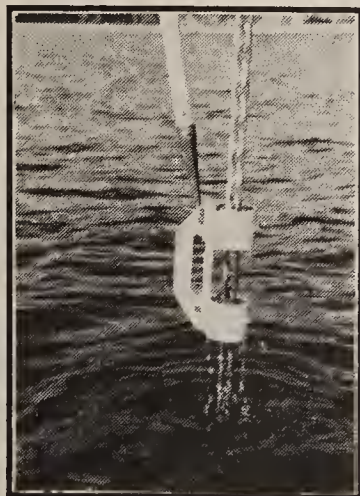
(415) 435-5165



PRODUCT HIGHLIGHTS

Anchor Chain Cleaner

"Let's haul up the anchor! Oh no, yuk, the chain is full of #0%!" Sound familiar? Well, now with the MUDBUSTER you are able to eliminate the muddy mess and bring the chain (and rope) up clean! The MUDBUSTER allows you to clean the chain in the water (where the mud belongs) BEFORE it touches your decks. The MUDBUSTER will clean chain from 1/4" to 1/2". Simply snap it on the chain and, using either your extendable boat hook or a weight with a retrieving line, guide it up and down and you will be on your way to a cleaner deck and chain locker!!



The MUDBUSTER is lightweight, very visible and made of durable plastic. It even floats!

SPECIAL INTRODUCTORY OFFER FOR THIS ISSUE

\$19.95 plus \$4.00 S/H
(regular price \$23.95 + S/H)

TO PLACE YOUR ORDER, CALL
(have your chain size ready)

1-800-215-5444
(toll free U.S./Canada)

WINDWARD PRODUCTS, INC.

701 Roeder Avenue
Bellingham, WA 98225
(206) 647-4608



Group SanFran

CPO SHIRTS

100% WORSTED WOOL

\$99 CHRISTMAS SPECIAL

Once again we make our Christmas offer. For the month of December up to and including Twelfth Night (Jan. 6) we have this special.

Our \$110 15oz. all English wool CPO shirts will go for \$99 (all sizes, S-XXL, including Tall).

WE PICK UP THE SHIPPING COSTS

That's right. For the Christmas Special only – we will pay the UPS charge (in North America only folks).

Select number of trial shirts available in S, M, XXL. These are made of 13 oz. Italian wool (somewhat lighter). \$65 each.

Write or call

GROUP SAN FRAN

PO Box 884011

San Francisco, CA 94188

(415) 991-7440

Calif. residents add \$8.17 tax.

Litton's Compact Micro "B"



Litton EPIRBs make great Christmas presents! Our model 953 is the smallest Class "B" available making it ideal for compact stowage. The M953 transmits using the 121.5/243 MHz international distress frequencies alerting Search and Rescue Forces anywhere in the world! The fact is, Litton EPIRBs SAVE LIVES!

Give a gift this year that protects life... Give a Litton EPIRB! for more information call or write:

Litton
SPECIAL DEVICES
750 West Sproul Road
Springfield, PA 19064
(800) 328-0948
Fax (215) 328-4016



Star brite® SEA SAFE BOAT WASH

Star brite Sea Safe Boat Wash is a totally new concept in environmentally friendly, biodegradable boat cleaners. The product is based on d-Limonene, a naturally occurring citrus derivative which is extremely effective at washing away dirt, grease, oil, fish blood and most other marine stains.

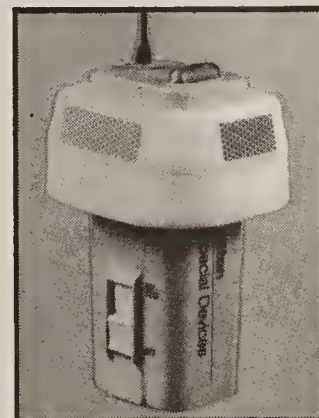
Just as it's safe for the environment, Star brite Sea Safe Boat Wash is gentle and safe to use on all fiberglass, metal, plastic, rubber, and painted surfaces.

The concentrated formula is also economical - just a few capfuls in 2 gallons of water will clean a 25' boat quickly and easily.

Star brite Sea Safe Boat Wash is available in a 32 fl. oz. bottle with a suggested list price of \$5.95. For further information on this or any other Star brite product, call toll free 1-800-327-8583 or write:

Star brite
4041 S. W. 47th Ave.
Ft. Lauderdale, FL 33314 U.S.A.
(800) 327-8583 • (305) 587-6280

Litton's Compact 406MHz EPIRB



Litton EPIRBs make great Christmas presents! Our model 952 is the smallest 406MHz available making it ideal for compact stowage. The M952 will transmit the location and identity of your vessel in distress to Search and Rescue Forces anywhere in the world! The fact is, Litton EPIRBs SAVE LIVES! Give a gift this year that protects life... Give a Litton EPIRB!

for more information call or write:

Litton
SPECIAL DEVICES
750 West Sproul Road
Springfield, PA 19064
(800) 328-0948
Fax (215) 328-4016

MODERN TALES OF THE SOUTH PACIFIC

Last month we introduced you to Tonga and Fiji, and explained that while this isn't where most cruising dreams are born, it's where many of them come true.

We also introduced you to a few of the many West Coast folks who are cruising in



Tongan waters are clear, blue and warm. The Wanderette gives them a try.

the fabled Vava'u Group of Tonga. We ran way short of space to acquaint you with everyone — which is why we won't waste any time getting started this month.

Dana — Lee/Foley 35 Jim Foley & Linda Moore Santa Cruz

There isn't a weather condition that doesn't provide a perfect opportunity for Foley and Moore to engage in one of their favorite activities.

If the wind is up while they're on a passage, they like to haul ass past all the other cruisers in their 35-foot ultralight. If the wind is up while they're at anchor, they go boardsailing. *Dana* carries two hi-tech boards with carbon fiber rigs and seven sailboard sails.

Suppose there's no wind at all. Then the two don their scuba gear and go diving. When done, they refill the tanks with the onboard compressor. If there's no wind and a good swell is wrapping around a point or breaking off a reef, Foley pulls out his 7'11" surfboard and hits the waves. He's been surfing since before the Beach Boys' voices changed.

If a tsunami is forecast, Foley and Moore secure the *Dana* as best they can then ride for the hills aboard their mountain bikes. (The bikes are the one toy wished they'd left at home; bikes can be rented inexpensively everywhere in the South Pacific.)

What's remarkable is Foley and Moore have all this gear on one of the most

spacious, stylish, uncluttered 35-footers you can imagine.

While Foley looks like the fireman he was, he has the soul of an artist. Intrigued by cars, he did a short stint as a stylist for Chrysler. But it was surfing that lured him into the world of foam and fiberglass, a medium he's stayed with ever since. Foley was influential in the design and building of boards before surfing was cool.

Moving on to the design and building of sailboats was a natural progression. His first boat was the 33-foot ultralight, *Third Reef*. After unsuccessfully trying to sell her at the giveaway price of \$20,000, he finally found a buyer. The next day Hobie Alter, his old surfing buddy, called up and said he wanted to buy *Third Reef*. When Alter learned she'd been sold, he upped his bid to \$50,000. But too late was too late. Foley is not the only one who notices design similarities between *Third Reef* and the subsequent Hobie 33s.

Foley next built the 36-foot ultralight *Jade*. He and his then wife Mary, a water colorist well-known in the Santa Cruz sailing community, sailed the boat to Hawaii. For a few months Foley commuted between the boat in Hawaii and his job as a San Jose fireman. But then there was a divorce, with Mary getting both the kids and boat in Hawaii. Tragically, she would die just a year later, the victim of breast cancer.

Having already built a catamaran that he felt was "too fast" for cruising — although she's now named *Tonga* and being cruised in

ALL PHOTOS LATITUDE/RICHARD

Baja by Gerado Verado — Foley looked to build another monohull ultralight. The Santa Cruz 40 seemed like a good hull, and friend Bill Lee was there when Foley needed him.

"Bill is so cool," says Foley, "he just wants everybody to have the chance to go sailing." Thus Lee let Foley take a hull from the Santa Cruz 40 mold. In a stroke of luck, the boat was being laid up at the time the Nomex people were trying to sell Lee their product. So Nomex cored Foley's hull as a demo.

The only problem with Foley having a 40 foot boat is that his Santa Cruz Yacht Harbor slip is only 35 feet. Given the nonexistent turnover of slips there and the fact you can't have a boat bigger than your slip, the 40-foot hull was five feet too long. So Foley did what any glass and foam wizard would do; he chopped off the last five feet of the boat. That satisfied his need for a 35-foot boat. A five-foot 'sugar scoop' — which bolts on to the back of the boat when he and Moore go cruising — satisfied their need for additional room, a boarding ladder and a fish cleaning platform.

The deck and the clean interior of *Dana*



Designer, stylist and boatbuilder Jim Foley and 'Dana's' elegantly simple nav station.



Navigation aids in Vava'u aren't particularly sophisticated. This one, at the entrance to Hunga, is one of the most important.

are all Foley. There's the aquarium in the main bulkhead up forward — although now it's home to only toy fish. The vertical Lucite grab rail in the galley lights up at night. The settee on the starboard side is as close to sea-going overstuffed couch as you'll find

and the nav-station has a plush high-backed seat. There are blinds for the ports and all manner of rounded corners and custom fiberglass work. There's even an underwater window through which to observe sea life. *Dana*, the faux 40-footer with a hard-dodger, is definitely one-of-a-kind.

The gloss for the entire package of boat, gear and toys is a lavender motif. You find it on the bootstripe, their clothing, the sail cover, the surfboard, the sailboards — it's probably in the food they eat and the water they drink.

But there's more than style to this boat, as *Dana* is Santa Cruz fast. Foley boasts that nobody makes faster passages, not even the multihull *Sugar Blues*.

Foley met Moore, a molecular biologist, while in St. Croix and the couple have been married for five years. Moore laughingly plays down her skills as a domestic engineer. She says she spent so much time studying that she never had a chance to learn how to

'Dreamer's' Debbie Cason throws a pose. "You 'Latitude' people like 'em this way," she said.

cook. Thus when they headed down the California coast, it was with a freezer full of Lean Cuisine frozen dinners and a locker full of paper plates. "It wasn't until we headed across the Pacific for the Marquesas that I cooked my first meal or baked a loaf of bread," she claims.

When a group of cruising women gathered to discuss the things they wished they'd brought along, all but Moore agreed that a manual clothes wringer would be near the top of the list. "I don't want a wringer," she giggled, "I want the whole washing machine." Probably an ultralight dryer, too.

Speaking of twos, the two things Foley wishes he'd brought along are the ability to play a musical instrument and the ability to speak a foreign language.

The couple don't know how long they'll be out cruising, but they expect it will be at least a couple of more years. After all, they've got the boat and toys for all nautical occasions.

**Halcyon — 42-ft Garden Porpoise
Jeff & Janet van Klompenburg
San Francisco**

You'd have to search far and wide to find a boat as different from the ultralight bolt-on



MODERN TALES OF THE SOUTH PACIFIC

transomed *Dana* as the van Klompenburg's Garden Porpoise *Halcyon*. The former is a masterpiece of modern design, petroleum products and new age craftsmanship, while the latter is a masterpiece of classic design and materials and Old World craftsmanship. *Halcyon* is built of Port Orford and Alaskan yellow cedar over steambent white oak frames, and has teak decks and trim.

In a unique situation, *Halcyon* and her sistership were built side-by-side in San Francisco from the keelson up by San Francisco industrial designers Roger Fleck, owner of Bluepeter Marine, and Kellogg Fleming. During the day they would design and build things such as the King Tut exhibit, at night they'd use the tools and space to work on the identical boats. The men took their time — 10 years — to make sure everything was done to perfection.

When it came time to rig the boats in 1976, Fleck and Fleming had a couple of beers and flipped a coin to see who got which boat. Fleming ended up with the one that he and his wife Diana named *Swan*. After living aboard in Pelican Yacht Harbor, they left in 1982 on what was to be a two-year cruise. It kept getting extended however, and it was only last week — 11 years later — that they finally sailed back under the Gate. (More on them next month.)

Fleck's boat became *Halcyon*. He lived aboard her for many years and made a number of trips up the coast to British Columbia. A couple of years ago the boat

where the van Klompenburgs first saw her.

It was good timing that brought *Halcyon* into the van Klompenburgs' lives. The couple were casually checking out the boats in Sausalito when they saw — and immediately fell in love with — *Halcyon*. Even from the outside the craftsmanship was obvious. Her hull was so fair, for instance, it wasn't until later that they realized she wasn't fiberglass.

After weighing the decision for all of one day, they made an offer that was accepted. It hadn't been a minute too soon. "I've rarely seen such strong interest in a boat," says John Baier of Oceanic Yacht Sales. "Almost immediately there were four back-up offers. Not just people who said, 'call me if she doesn't sell', but back-up offers with deposits."

Wood boats need loving, methodical and meticulous owners. As such, *Halcyon* seems to be in good hands. The van Klompenburgs are so thorough they even packed a magnetic version of Scrabble in their liferaft. This way they'll be able to take their minds off their predicament if they ever have to abandon ship and wait for help to arrive.

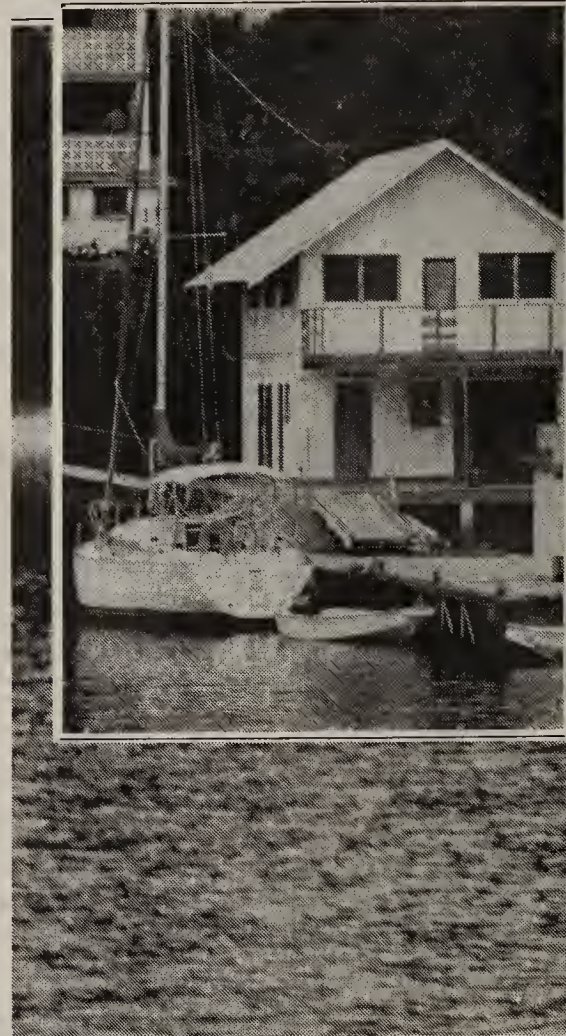
This is not the first time the van Klompenburgs have been in *Latitude*. A couple of years back they were thrilled to find a photograph of them and their Ericson sailing on the Bay. Their delight turned to gloom, however, when they read that their picture had appeared only because it showed them slamming into the Yellow Bluff Buoy. It took former sailmaker and cruising guru Peter Sutter to cheer them up. "Aw hell, that's nothing," Sutter growled, "I've hit that thing a bunch of times!"

The van Klompenburgs are perfect examples of what a disciplined couple with average jobs and definite cruising dreams can achieve. While learning to sail on an Ericson 30, they relentlessly saved toward their cruising goal. Although still in their early 30s, they're now out cruising on a showpiece boat and have enough money set aside to continue to do so for another four years.

Women & The Wanderette

While in Tonga, the Wanderette chatted with a number of women cruisers and asked their advice for those who would follow in their wake. Here are their top ten tips and observations:

1) A greater than normal number of disagreements and fights are to be expected with boyfriends or husbands before and even during the beginning of a cruise. "There's lots of stress because of all the substantial changes in both your lives, because of all the



little things that have to be done and gotten used to, and because of the fear of the unknown," said one.

"If you understand that this is happening," said another, "you won't take the disputes personally. But it's completely normal. We were surprised to find that we've all gone through it."

2) 'Cruiser's Remorse' is another familiar affliction. "I left my job, dog, friends, place to live — my God, what have I done?!" Once again, this is a normal feeling for women — and men — to experience. But like the common cold, for most it passes quickly.

3) Carve out your own space on the boat, no matter how small. You live on the boat, too, so you're entitled to it. Besides, you need it.

4) In most instances, the man becomes the 'king of castle' when it comes to money because he knows more about the boat and sailing. So be prepared for irritating comments such as, "What, you're bringing two of those?"

5) Men invariably think that tools are more important than 'women's things'. They have a hard time accepting, for example, that one whisk broom might be at least as important as a third eight-inch crescent wrench.

6) As inexplicable as it might seem to women, many men would consider something like a can of winch grease or an



With all the South Pacific rain this summer, the van Klompenburgs have become adept at bailing their dink.

was put up for sale in the Delta. When she didn't move, she was brought down to Oceanic Yacht Sales in Sausalito — which is



(Spread) 'Halcyon' looking classy. (Inset) The Moorings base and dinghy dock at Neiafu, Vava'u, Tonga.

anchor snubber as a cherished birthday gift. Some guys need to be reminded that women would not feel the same. Gifts for gals need to be personal!

7) Forsake perfection. When you're on a rolling boat and without the normal array of implements, you're not going to be able to cook or housekeep as well as back home. And with limited fresh water and unlimited salt air, clothes aren't always going to smell fresh as when they came from a laundry. Big deal. You went cruising to relax, so adapt and relax.

8) Deposit your husband or boyfriend at another boat or bar before going shopping. No woman needs the stress of the man looking over her shoulder when she's doing a 'big shop'.

9) It's essential that there be plenty of sailing knives handy on the boat. If not, the man will grab what's handiest — usually your sharpest galley knife — for some filthy boat project.

10) Everybody brings way too many clothes and shoes. All you wear is shorts, T-shirts and pareaus, the latter two of which you pick up to commemorate favorite places you've been. Flip-flops, the footwear of choice 99% of the time, are available everywhere.

Kai Manu — Norseman 447 Tom, Charlie and David Tatum Sausalito

There are no 'pink and blue problems' aboard *Kai Manu* because it's an all-male boat, with Tom Tatum and his two sons, Charlie, 13, and David, 10.

"I just didn't want to work anymore," says Tatum explaining what he's doing in the middle of the South Pacific with his sons. His parents and later he and his brother owned and operated several Sizzler restaurants in the North Bay. "It was profitable," he says, "but we literally had to work 365 days and nights a year." Tatum may have served a lot of dinners in his time, but he wasn't getting to serve as many to his own sons as he would have liked. That's all changed for the better.

After Tatum sold out to his brother, he and his wife divorced. Tatum, who had lived aboard a Triton in Sausalito when he was young and who had done a recent Pacific Cup with a Cal 35, decided he'd sail around the world. The kids thought it was an idle dream — until their dad bought the Norseman 447.

The big question became whether the kids would sail with their father or stay with their mother, who was about to move to Colorado to pursue New Age interests. For 13-year-old Charlie, who is wise and mature beyond his years, there was no question that he would go with his dad. "I figured that if I didn't like cruising, I could always fly home from the

next place with an international airport," he explains.

It was a much more difficult decision for 10-year-old David. He wasn't sure if he wanted to head out to primitive places and he was worried his mother "would freak out". So when he fell sick just before the departure date this spring, it was decided he'd go to Colorado with his mother.

Colorado wasn't the answer for David. "Mom's environment was yogarific," he jokes. "All these spiritually enlightened people would sit around and talk about energy and how we'd all blow up if the big silver grounding cords ever broke. It seemed a little heavy and a little stupid to me." Feeling a stranger in Colorado, David decided — with his mother's best wishes — to join his dad and brother in Bora Bora.

(While both boys are savage mimics of New Age beliefs, their father abstains. Tatum feels everyone is entitled to their own beliefs and personal explorations.)

While the younger David enjoys the freedom of cruising, the sea life, the diving and the beaches, it's the older Charlie — benefiting from confidence and maturity that comes with a few additional years — who enjoys the sailing life the most.

"Cruising is a ball," says Charlie, "I love it." He's comfortable standing watches, and enjoys the fact they when the men get together to discuss alternators, autopilots and anemometers, he knows exactly what they're talking about.

"This is a great opportunity that most people don't ever get," he says. "When we



The Tatums: Charlie, Tom and David.

were in the Marquesas, families invited us into their homes. They were friendly, trusting and full of good will and intentions. Could

MODERN TALES OF THE SOUTH PACIFIC

you imagine ever having such an experience in Los Angeles?"

And it's not as if the boys are missing out on the essentials. *Kai Manu* is equipped with a TV, VCR, lots of movies, Game Boy and other video games. She's also got a lot of books.

One of the most important responsibilities that comes with the acquisition of a new boat is naming her. Tom and the boys took the responsibility seriously, going to the library to research Hawaiian names. They came up with *Kai Manu*, which means 'sea bird' in Hawaii. As the Tatum males were to soon learn, it didn't have the same meaning everywhere in Polynesia.

The further south they travelled, the funnier the reactions were to the boat name. In French Polynesia, some port officials would break into laughter. One of them asked if it was a "Hawaiian name". A girl cryptically told them it meant to 'eat bird'.

When they checked into Tonga, a port official asked them about the name. "In Tonga it is bad. Very, very bad," he said. At one of the anchorages, a minister rowed out and sold them some fruits and veggies. Then he gave them a quizzical look and asked them if they were the ones who had named the boat. "It's not a good name," he said.

The mystery was finally solved when one of the locals told them — with an energetic pantomime to make it clear — that in Tonga 'kai manu' means — hide this from the little ones — 'eat pussy'. As such, the Tatum's boat won't be soon forgotten in those waters.

As for ol' man Tatum, he's enjoying the cruising life immensely, especially the opportunity it's giving him to spend so much



The ubiquitous Peter Sutter and Christina. Where their 'Wild Spirit' goes, other cruisers follow.

quality time with his sons. Nor does he object to the fact that he's effortlessly shed 20 pounds.

Dreamer — Passport 40 Roger & Debbie Cason Sausalito

We've featured this couple in *Changes* several times already — and probably will several times in the future — so we'll just mention them in passing. The Casons have been out cruising for a couple of years and have already been as far south as New Zealand. They're enjoying themselves and plan on at least several more years, including next season in Fiji.

Their opportunity to cruise came about as a result of some fiscal good fortune. Roger was a partner in an accounting firm, and had been based in the Bay Area, New York, then the Bay Area again. A couple of years ago a offer was made to buy the company out. Cason and the other partners accepted the deal and became free. Cason has found that life can be fulfilling without either accounting or the rush of New York City.

The cruising life agrees with Debbie as much or more than it does with Roger. So don't expect *Dreamer* back under the Gate anytime soon.

Wild Spirit — Wylie 36 Peter Sutter & Christina Sausalito

Peter and Christina — he on his second trip across the Pacific — basically rushed to get back to Tonga. "It was almost like we were travelling, rather than cruising, until we got here," says Sutter, "we like it that much!"

A vastly experienced sailor in the South Pacific as well as the Bay Area, the quick to laugh Sutter is a huge favorite among the cruisers. Everybody listens to his weather broadcasts, not only for the forecasts, but more his bits of wisdom and occasional malapropisms.

Several cruisers noted that Sutter has become something of a Pied Piper. "When he raises his hook, all exits are suddenly," said one. "When he left Bora Bora, for example, 12 boats immediately followed suit. They all think he knows something they don't!"

Sutter and Christina are headed for New Zealand and then back up to the South Pacific next season.

Serape — 37-foot Brown SeaRunner Fred Turrentine & Elizabeth Wright Redwood City

Mixed among the first and second year cruisers in Tonga, you find some incorrigibles such as Fred Turrentine. Originally from El Paso and Redwood City, Turrentine spent nine years on two boats in



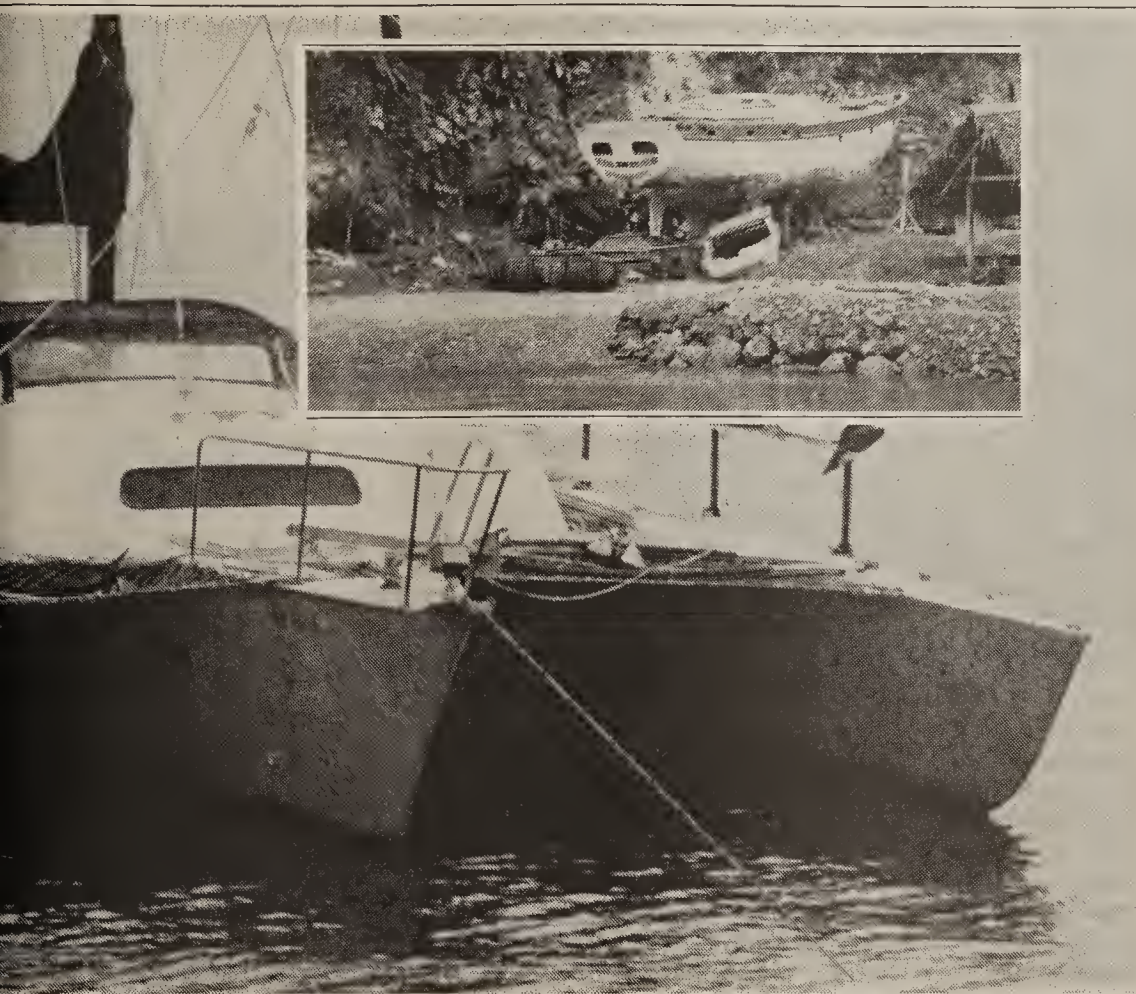
Mexico, two years in Hawaii, last summer cruising from Hawaii to New Zealand, and this summer in Tonga. After another winter in New Zealand, he'll sail up to Fiji to enjoy the next season.

Turrentine's many friends in Mexico will be delighted to hear he hasn't changed a bit. He's still even using that stupid-looking-but-works-well-for-him aluminum rowboat as a dinghy. Friends in Mexico might also be heartened to learn Turrentine's evaluation of all his distant cruising: "Mexico is still the easiest; I almost wish I were back there."

Cruisers in the South Pacific find themselves in a variety of different financial situations. A few are flat out rich and merely open the spigot whenever they need an influx of cash. Some live in varying degrees of comfort on pensions and investments. Many more live simple, thrifty — and remarkably happy — lives on even very small amounts of money. Turrentine claims to be one of the latter.

"I'm still surviving by selling the Silver Tip wind generators I make," he laughs. "Some years I sell a dozen, and in a real good year I might sell as many as 30." You get the distinct impression that it doesn't matter much to him how many he sells, his living expenses are that low.

Based on evidence seen in Tonga and Fiji, cruisers still favor monohulls over multihulls by an overwhelming majority. Turrentine, however, has no complaints with



(Spread) Fred, the same old Fred Turrentine, waves from the ama of 'Serape'. (Inset) Proof that Tonga occasionally gets nailed by a hurricane.

his trimaran. In fact, he took delight in pointing out a few shallow anchorages that only he and fellow multihull sailors can enjoy.

Shubui — Norseman 447 Brian & Mary Alice O'Neill Seattle

Nobody has a better description than the O'Neills of how disappointing the weather has been in the South Pacific this year. "If it had been this bad during our last South Pacific cruise," says Mary Alice, "we'd have never come back. It's been so cold on passages that we haven't even been able to shower on deck."

The O'Neills made their first trip through the South Pacific five years ago aboard their previous boat, a CSY 37. "She was a great boat," says Brian, "but we needed something bigger so we could have friends come down and stay with us in a reasonable amount of comfort. We love our current boat because the guests get the V-berth cabin up forward, their own head and their own storage area. So if they bring hard suitcases or dirty their head, it's their problem. And with them up forward and us way aft," he laughs, "I can break wind without comment."

More than a few cruisers wish they could sell their boats in New Zealand and not have

to make the long slog back to the West Coast. During their last trip, the O'Neill's were one the few couples to have that dream become a reality.

"We listed the boat with John Lidgard in Auckland," remembers Brian, "then took off to the South Island's Milford Sound for land vacation. When we called back three days later, he'd sold the boat for all the money we had in her!"

Before anybody else gets their hopes up, they have to realize what an unusual sale it was. The buyer was a Brit, which meant the boat didn't have to be imported. If she had, the duty probably would have been too high for the deal to have worked.

In addition to the bad weather, the O'Neills have been disappointed by the increase in theft during their current swing through the South Pacific. They themselves were victims to the tune of \$10,000 just after they arrived in Suva.

"Our boat was broken into," reports Mary Alice, "and the thieves took everything they could grab quickly. Fortunately, they couldn't figure out the latches on many of the closets or that it's necessary to lift up boat drawers before pulling them out. Thus they never found other valuables such as wallets, computers, VCRs and the like."

Wonder of wonders, almost as soon as they put up 'no-questioned-asked' reward posters, a couple of local fishermen showed up with two of Shubui's sails. They claimed they found them "floating in the water". Yeah, right. Even though each sail cost

several thousand dollars, the O'Neills were able to buy them back for \$110 each.

Not long afterwards, Mary saw a man wearing a San Francisco Marathon T-shirt — her marathon T-shirt — walking down the street! The man, who was drunk, was chased down. He claimed somebody he didn't know gave him the shirt.

The O'Neills did, however, find two things to be happy about. First, their homeowner's policy covered their loss. Second, the following day the biggest paper in Fiji prominently featured their letter about the theft. The gist of the letter was that the Fijians stood to lose more than anyone from such thefts.

Although reimbursed, the O'Neills note that thievery seems much more widespread now than during their trip five years ago. "In some places the thieves are very bold," says Brian. "If you don't have a dinghy behind your boat, they assume you're not there and will board your boat."

Despite the unpleasant weather and the theft, the O'Neills, a hardy couple, still enjoyed Suva — "great food at low prices" — and are looking forward to lots more cruising. Part of this has been made possible by excellent support of manufacturers back in the States. When their much-liked Alpha autopilot's motor crapped out, for instance, they called the company via KML and had a replacement within seven days. With help of Heart of Gold's Jim Corenman, they had the



Brian and Mary Alice. Despite some adversity, their smiles are deep and wide.

autopilot up and running in a matter of hours.

"People in the Bay Area might not know



James and Anita Merriman and their sweet-assed Santa Barbara-based 'Starlight'.

about Jim," says Brian, "but I can hardly think of a boat out here that hasn't benefitted from his repairing something. He's been a great help to everyone."

After two trips through the South Pacific, the O'Neills have sussed out two important anchoring tips: 1) Never anchor behind a steel boat, and 2) never anchor behind an uninsured boat.

They've also been dazzled by the precision of GPS. "We wanted to go into Beveridge Reef, but it was too rough to find. But then some friends who'd been there a couple of weeks before radioed us the GPS position for the entrance to the pass as well as a GPS position for the center of the pass halfway into the lagoon. On the basis of the first position, we were able to find Beveridge Reef, on the basis of the vector between the two GPS positions, we were able to safely enter the reef."

Starlight — Wells 44 James & Anita Merriman Santa Barbara

How many times have you seen some dreamy-eyed young guy stumble across a dirt cheap neglected wood boat, say he's going buy and restore her, than head off to the South Pacific. Ninety-nine times out of 100, the guy loses most of his money and the boat never leaves the dock. The one in a hundred is when the guy is like James Merriman of Santa Barbara.

When James and Anita found *Starlight*, she was chained to the dock. She had no deck, no engine, the ports were loose and many parts were missing. She hadn't been touched in three years and was beginning to look like she's soon be a candidate for the dumpster.

Life hadn't always been so hard for the boat. She was built in 1957 at Ditmar & Donaldson from lines drawn by Gene Wells.

That's right, lines, not plans. She'd done the 1961 and 1963 TransPacs, and had been campaigned by Walter Hoffman, who donated land for Ventura Marina so he could build the Ventura Keys.

When Merriman saw the sorry-looking *Starlight* chained to the dock, he'd had enough experience with wood boats to recognize her pedigree. He'd built his first wood boat when he was 14, and in 1980 he bought the Alden 50 ketch *Laissez Faire* in the Northeast. Her sailed her to and in the Caribbean for five years.

After 13 months of work and scrounging hard-to-find original parts, the Merrimans were able to move aboard *Starlight*. It took them another two years before the boat was ready to cross an ocean. But when they made the trip in 1991, it was swift.

"We made Hawaii in 13½ days," says Merriman, "the same as she'd done in the two TransPacs. But we only had three crew and never put up the chute. It was like Mr. Toad's Wild Ride!"

While in Hawaii, they spent the cyclone season at Kaneohe Bay. "It was the best!" says Anita. The couple made friends at the

nearby air base, where they later got use of a house, laundry facilities and the commissary. Best of all, they met a guy who gave them hard-to-get shore access right next to the bus stop.

In 1992, the couple sailed through the South Pacific to the New Zealand, their Alpha autopilot being their secret weapon. "That unit is great," says James, "it's driven the boat for three years in winds up to 60 knots with very low power consumption." An autopilot is very important to Merriman because he refuses to put a vane on the boat's transom. "She's got such a sweet butt that I don't ever want to destroy the view," he explains.

The Merrimans sailed back up to Tonga this June and have spent the entire season there. Finances aren't a problem, because James and Anita live cheaply and because James, who is handy with refrigeration, engines, transmissions and rigging, keeps having this problem with work. The problem is he doesn't really want to work, but people keep asking him.

He charges \$25/hour. When you're cruising and living the simple life, you don't have to work many hours at that rate to get along quite well, thank you.

James and Anita are another of those couples who seem to be completely in tune with the cruising life. When asked if they ever get bored, they laugh and claim they don't know the meaning of the word.

"I'll tell you who I fell sorry for," says James, "the two-year folks. These are the people who are just getting into the swing of cruising when the money runs out and they have to return home. My recommendation is that people lower their sights with regard to boats and gear, and get on a budget that will allow them to cruise indefinitely."

Merriman thinks one of the best ways to 'lower sights' is to buy a wood boat. "The claim that wood boats require a lot more maintenance is highly exaggerated — as long as you get a boat that was well built in the first place. Besides periodic maintenance, all you have to do is refasten the boat every 30 years. With fiberglass boats you have to do osmosis jobs every 10 years — and I'd rather refasten a wood boat than do an osmosis job on a glass one."

Anita's only complaint with the cruising life? She wishes they had a shower stall on the boat.

Capella — Polaris 43 Mike & Monica Brown Corte Madera

Mike and Monica Brown are one couple who seemed a little ambivalent about their

Mike and Monica Brown of the Polaris 43 'Capella'.



South Pacific cruise. They've been having a good time ever since they left San Diego on Easter for a direct 23-day passage to Atuona. In fact, one of the great things about that passage was that they were 'racing' against Bob van Blaricomb, who left San Francisco at the same time aboard *Sea Bear*. "We managed to hold them off," smiles Mike, who was in daily radio contact with van Blaricomb, "even though they had a crew of three and Monica and I chose to reef every night."

But the dreary South Pacific weather has somewhat dampened, ahem, the couples' enthusiasm. "It's been troughs and fronts, troughs and fronts," despairs Mike.

"We've only had one good passage," says Monica, "and that was an absolutely perfect sail from Bora Bora to Suvarrow. The rest of the time it's blown too hard or too little."

Thus when the rain started pouring down again, the Browns admitted to some homesickness for the Delta, where they sailed every summer for 20 years, and for the Pacific Northwest. "It's blackberry season up there right now," noted Monica.

Nonetheless, the retired food broker and retired librarian plan to sail to New Zealand this winter and to Fiji next summer. If the weather improves, we wouldn't be surprised if their spirits don't do the same. It's downright depressing when the tropics don't behave like the tropics for more than a few days.

Of the places the Browns have visited so far, they've really enjoyed Huahine, Suvarrow and Tonga. "If we'd have known how nice it was here in Vava'u, we wouldn't have spent so much time in French Polynesia. This place is great. And if the wind shifts, there's always another well-protected anchorage just a short distance away."

The Browns are delighted with their



Tonga's resident sailmakers are the well-travelled Andy and Sandy Peterson aboard 'Jakaranda'.

Polaris 43, one of only three with a modified deck. The only two improvements they'd like are a bigger windlass and better insulation in the refrigerator/freezer.

Jakaranda — S&S 57 Andy & Sandy Peterson Tonga

Of all the cruisers we met, none was so committed to Tonga as the Petersons. They bought their Franz Mass-built boat — which sailed for South Africa in the Admiral's Cup in 1970 in Antigua 15 years ago. They stayed in the Caribbean for five years, the Northeast for two years, and the Med for one year, chartering sporadically.

Eight years ago they came through the Canal and entered the Pacific. They did the Milk Run as well as side trips to Micronesia and the Solomons, then spent two more years in Australia. This couple — she's a registered nurse — have been around. But for them, nothing compares to Tonga.

Thus the Petersons have been in Vava'u for four years now and are the resident sailmakers and canvas repair people. Unlike

Fiji, you can stay in Tonga as long as you want. With more and more cruisers leaving their boats in Tonga rather than making the hard sail to New Zealand, the Petersons are getting into watching boats for absentee owners.

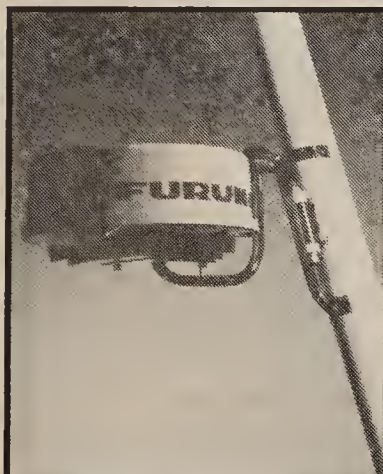
If you ever get down there, you'll be sure to see *Jakaranda* and the Petersons. Their dark-hulled boat has become a fixture.

Latitude & Tonga

The big lesson of our visits to Tonga and Fiji were that there are so many different ways to cruise — and that there are so many people doing it.

If you'd like a more complete understanding of why Tonga is so popular with cruisers, it would be best to see it first hand. One way to do that would be to join members of the *Latitude* staff. We'll be leading — perhaps with Peter Sutter — a flotilla charter there in conjunction with Moorings-Rainbow next June and would love to have you along. For details, see the announcement on page 119 of this issue. Personally, you and we both would probably rather sail there on our own boats, but for some of us the time isn't quite right yet, and we'll have to make do with the next best thing.

— latitude 38



A level radar...at an AFFORDABLE PRICE

Horizon Line

SELF LEVELING RADAR MOUNT

Experienced sailors have realized that radar performance is compromised by the natural heel of a sailboat. During a lively heel, an ordinary radar installation leaves the radar tracking seagulls and submarines off the beam.

Now the compromise is over. HORIZON LINE levels your radar on a precise double ball bearing pivot. Motion is damped with a sealed pneumatic stainless steel cylinder.

Because HORIZON LINE is simple and practical, it delivers optimal radar performance at a price that's on line, too.

(800) 536-9899

Local: **(510) 521-8966**

REPAIRS

REPAIRS

REPAIRS

HAYNES SAILS

A full service sail loft

70-U Woodland Avenue

San Rafael, CA 94901

(415) 459-2666





BARNETT YACHT INSURANCE

Wood • Steel • Ferro • Multihulls

800/655-9224 • 619/226-6702

Specialist in Mexico and Worldwide Insurance

Call for *free* Mexico cruising guide

2811 Carleton, San Diego, CA 92106

Make Your Own

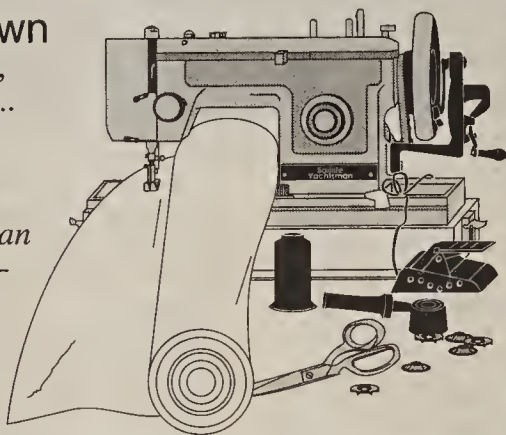
sails, covers, bags,
awnings, dodgers...
We supply kits,
materials, tools &
instructions.

*Sailrite's Yachtsman
Sewing Machine—*

\$595 (plus delivery)

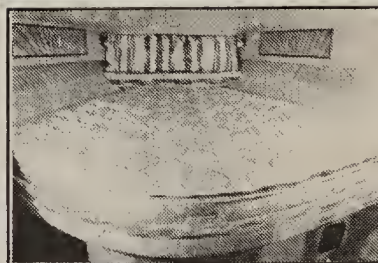
*Sailrite
Kits*

PO Box 987
Columbia City, IN 46725



CALL 1-800-348-2769
Free Supplies Catalog.

CUSTOM INNERSPRING MATTRESSES



- Contour shapes –
Angles – V-berths
NO PROBLEM
- Latex Foam Rubber Mattresses

CUSTOM FITTED

- Bedspreads • Blankets
- Sheets • Mattress Pads

NOTHING'S IMPOSSIBLE • CAN SHIP ANYWHERE

Call today for
a **FREE** quote

HANDCRAFT MATTRESS CO.

601 E. Alton, Santa Ana, CA 92705

(800) 241-7751 • FAX (714) 241-8316



BOOMKICKER

The Innovative Boom Support

Designed for Easier and Faster Sailing

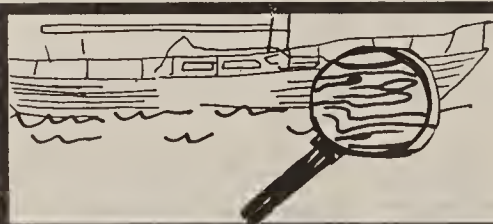
- Six models for boats 14 to 38 feet
- Eliminates the topping lift
- Improves performance in light air
- Supports the boom when reefing
- Simple design, no sliding parts

- Easy to install, mounts independent of vang
- Adjustable length and return force
- Priced \$125 to \$355 complete with fittings • Beat 1994 price increases
- Available at: Svendsen's Rigging Shop, Alameda, (510) 521-8454

Sailing Supply, San Diego, (619) 225-0158

Crows Nest, Seattle, (800) 426-6930

**For more information call SEOLADAIR LTD.
at 1-800-437-7654**



**Before You
Buy...**

Accredited Marine Surveyors Serving Northern California

Richard T. Christopher, AMS
(415) 368-8711

Jack Mackinnon, AMS
(510) 276-4351

Bruce Sherburne, S.A.
(800) 882-7124



R.J. Whitfield & Assoc., Inc.,
AMS
(800) 344-1838

Donru Marine Surveyors &
Adjusters, AMS
(408) 372-8604

PROUDLY SERVING SAN FRANCISCO BAY SINCE 1985



**NORTH
BEACH
MARINE
CANVAS**

Marine
Fabricators
Association
Award
for boat
Salon/Interior
1993

49 LUSK ST., S.F. • 415-543-1887 • Fax 415 543-0250

BRUNO'S ISLAND

First rate,
protected
deep draft
moorage
in the
heart of
the Delta.



**BRUNO'S
Island**

(at Light 41 on the San Joaquin River)

1200 W. Brannan Island Rd.

Isleton, CA 95641 (916) 777-6084

OWL HARBOR MARINA

A Great Place to Berth – Short or Long Term!

Only Minutes Away From:

- Brannon State Park with Camping, Fishing, Laundry
- Glass Beach (best inland windsurfing next to the Golden Gate)
- Historical Locke and Isleton –
The Crawfish Capital of the World!

FACILITIES:

240 Berths, Showers, Laundry, Ice, Storage, RV Spaces,
FUN! BBQs and Dinghy Races.

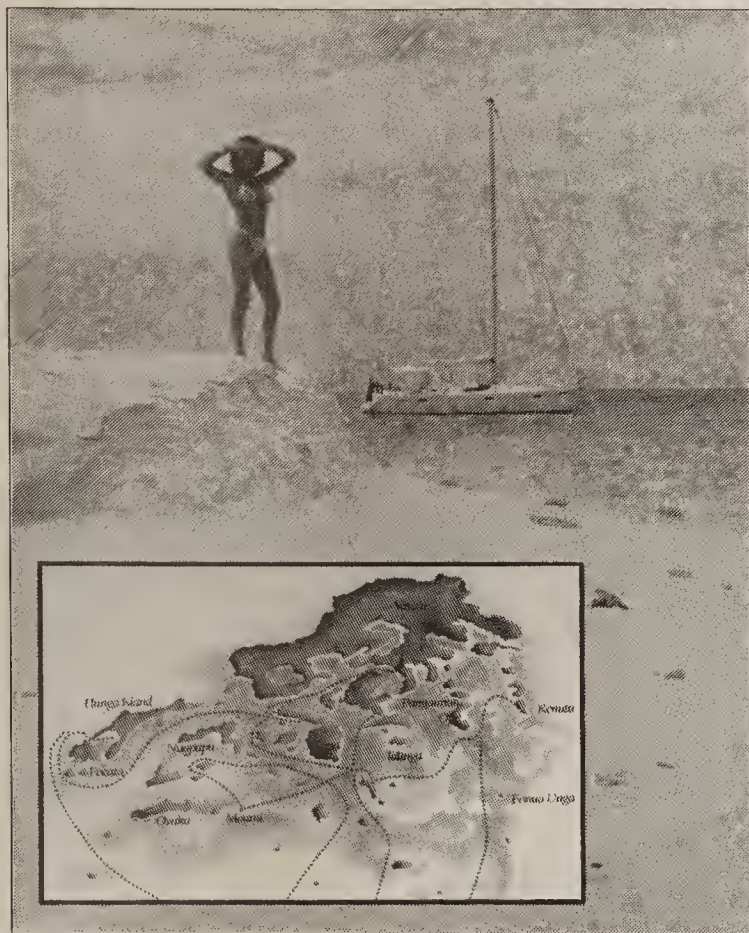
COME AND SEE US!

(916) 777-6055

1550 W. TWITCHELL ISLAND RD • ISLETON, CA 95641



TONGA: LOOKING FOR A SOUTH PACIFIC ADVENTURE?



Join *Latitude 38* for a 'why wait to sail there', harbor hopping, palm tree climbing, fish chasing, beach lounging and whatever you want to do can't lose ten day cruise in the remote and unspoiled volcanic island group of Vava'u.

Bring friends, family, significant others (or meet them there). We're welcoming all *Latitude 38* readers who would like to make new friends, sail the South Pacific, enjoy deserted beaches and spectacular diving. Plan now to sail, play and relax with *Latitude 38* aboard a fleet of Moorings/Rainbow sailboats.

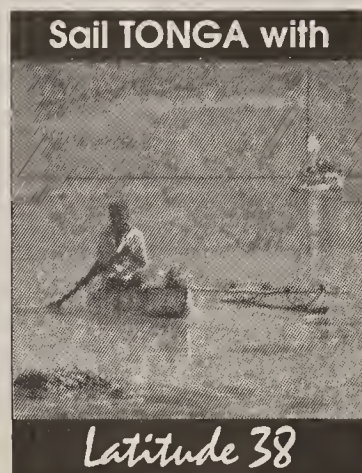
Departure is late June 1994. All inclusive price is \$2580 for boats 37' or less and \$2700 for 38' and up. Includes R/T airfare from LAX plus all meals, lodging etc.*

For complete information contact:

Moorings Rainbow

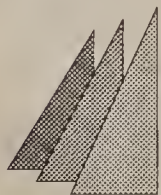
YACHT CHARTERS SOUTH PACIFIC
(800)815-9499

*Additional options available.



The Traveling Boatyard

- Woodwork: Planking to cabinets – Design • Stainless Steel
- Fiberglass: Repairs & fabrication – major & minor Tanks – water/waste/fuel
- Electrical: Repairs – new systems • Plumbing: All kinds
- Paint/Varnish/LPU (Awlgrip) – brush/spray
- Special Services: Vacuum bagging – composite construction – carbon fiber – laminating
- Maintenance Contracts: 100% maintenance & repair



**Kurtz Yacht Construction
Marine Services**

415 332-7551

Pager 719-7269

!! FREE POWER !!

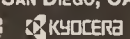
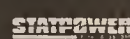
YOU BUY THE SOLAR PANELS, THE ENERGY IS FREE!
LOWEST PRICES...GUARANTEED!!

4.8 AMPS FOR \$199

TOLL FREE (24 HRS)

1-800-842-5678

CALL COLLECT (619) 581-0051



SOLAR ELECTRIC INC.

AT THE ROSE CANYON BUSINESS PARK

4901 MORENA BLVD. #305

SAN DIEGO, CA 92117 U.S.A.

Pisces Mark II Windvane

MARK II:..... \$ 2,195.00

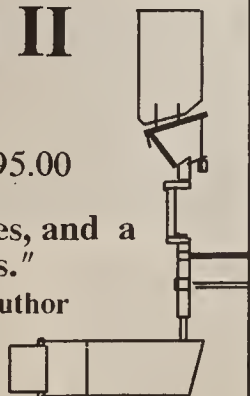
"No failures after 14,000 miles, and a Hurricane - It Simply Works."

DP Designs
Po Box 2323
Alameda Ca 94501

1-800-261-1102

Jack Hunt - Author

510-261-0163



Kevin's

QUALITY MARINE
BOAT TRANSPORTING

ICC # 263064
BONDED
INSURED

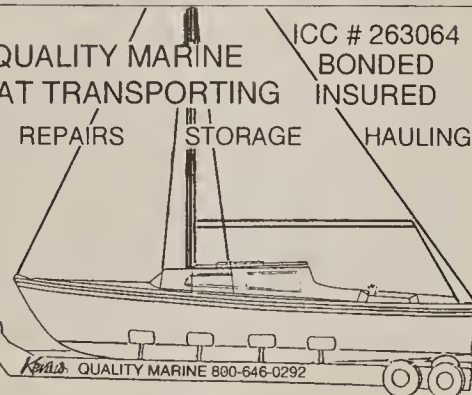
SALES

SERVICE

REPAIRS

STORAGE

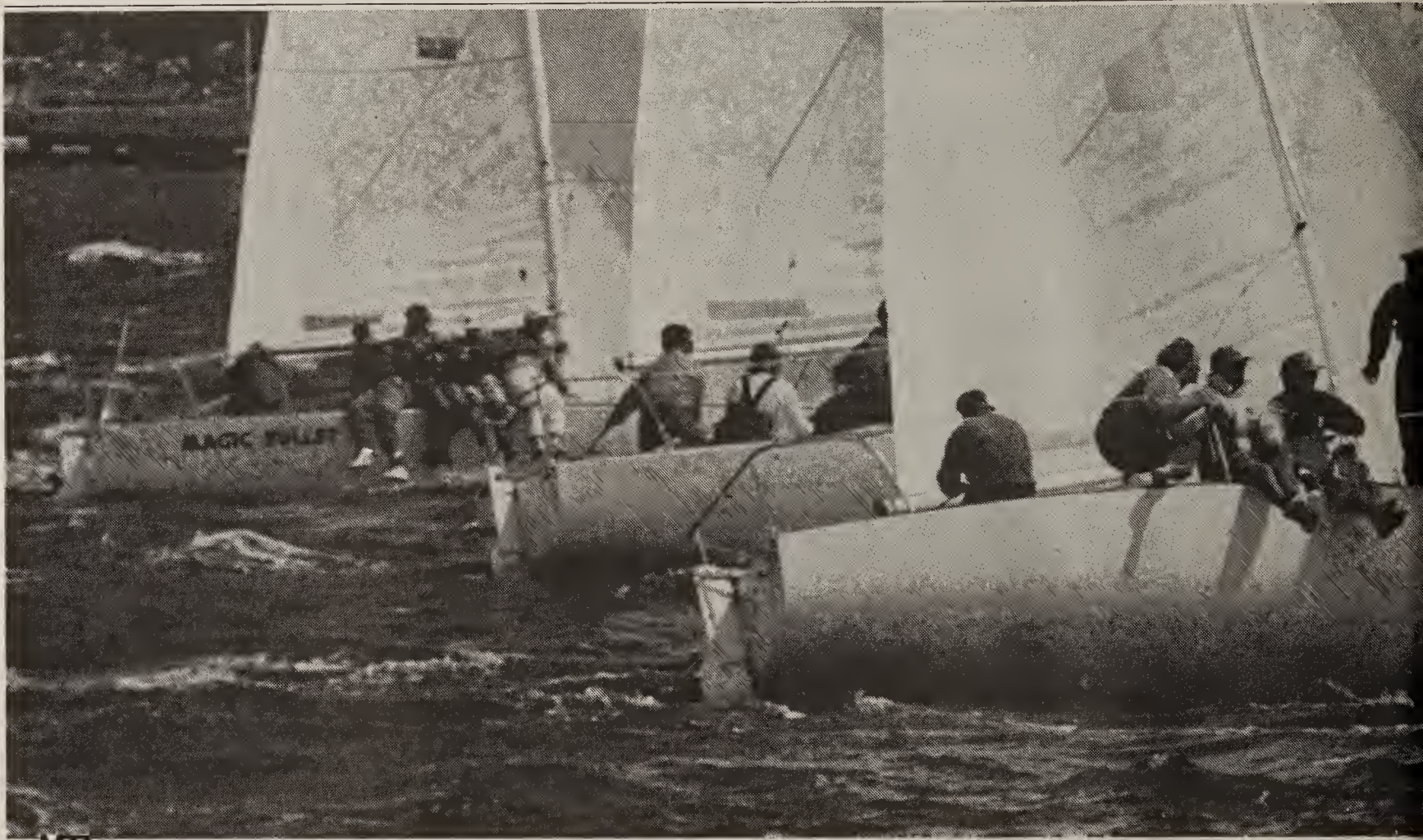
HAULING



Custom designed equipment & air ride trailers exclusively for sail, power, multiple boats.

2122 NORTHGATE BLVD. SACRAMENTO, CA 95833
CALL FOR FREE QUOTATION 1-800-646-0292 • FAX (916) 646-3241

SEASON CHAMPIONS, PART II:



This is the season — for our annual celebration of the '93 season champions, that is. This month, we'll introduce the 27 winners of the One Design Classes Association (ODCA). There are actually only 25 ODCA classes, but two — Olson 30s and Thunderbirds — had unbreakable ties and therefore two winners apiece. This is probably the last time that ties will occur — even now, the ODCA chieftains are devising fool-proof methods to prevent them in the future.

1992 wasn't exactly a banner year for ODCA, as registration was down from 265 to 238 — that's 27 boats less than in 1992. However, the amount of boats qualifying (i.e., racing at least half the season) was up slightly, from 183 to 187. The number of

Jaywalking on San Francisco Bay: Hard to believe, but the J/24s (and several other classes) are in danger of losing their ODCA status.

The biggest classes in terms of sign-ups were the Santana 22s (22 entries), Express 27s (19), Olson 25s (18) and Cal 20s (17). In terms of qualifiers, the Olson 25 fleet topped the field with 15, followed by the Cal 20s and Santana 22s with 14 each.

Now for the bad news: five classes are hovering on the brink with only five qualifiers (Catalina 30s, Hawkfarms, Islander 36s, IB-24s and Thunderbirds), while four classes dropped below the requisite five qualifying boats for maintaining ODCA status. One of those, the Ranger 26 fleet, will merge with the T-Bird fleet next year and

Melges 24s, Hunter 35.5s and Moore 24s.

There are lots of new faces in the following pages: only 7 of the 27 new champs are repeat winners from last year. Another refreshing change from years past is that the Cal Sailing Club actually fielded the most winners (four), displacing perennial powerhouse Richmond YC (which only had three this year) for the first time in recent memory. Other yacht clubs boasting three winners are Bay View Boat Club, Encinal, St. Francis, San Francisco and Sausalito.

Call ODCA President Bill Murphy, a Columbia Challenger sailor, at (510) 675-2836 if you want to learn more about one design keelboat sailing on the Bay. "The numbers may be down a little, but interest in

"According to Mark Twain, a dying man with no vices to give up is like a sinking ship with no ballast to throw overboard. My crew, terrified this might be true, constantly searches for more ballast."

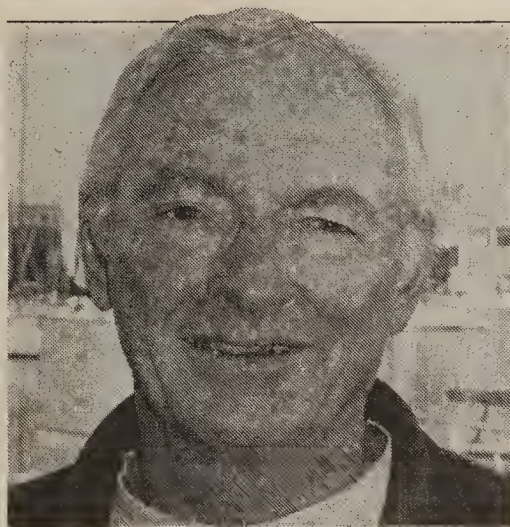
classes held firm at 25, as Golden Gates were replaced with 11:Metres. Eleven classes saw a drop in the number of qualifiers; seven remained constant; and six saw increases — Cal 20s, Express 37s, Express 27s and 37s, Hawkfarms, Olson 30s and Santana 35s.

race on a level basis. Rather than lose more members, ODCA is working with the other delinquent classes (Ariels, Islander 28s and J/24s) in the off-season to try to bring participation up for next year. Fortunately, three new classes are joining ODCA in 1994:

ODCA remains strong," claimed Murphy.

On that note, let's meet this latest batch of 'silver sea gods'. Congratulations to everyone — skippers, crews and runner-ups — whose names appear in the following pages!

— latitude/rkm



Ariel — Jubilee

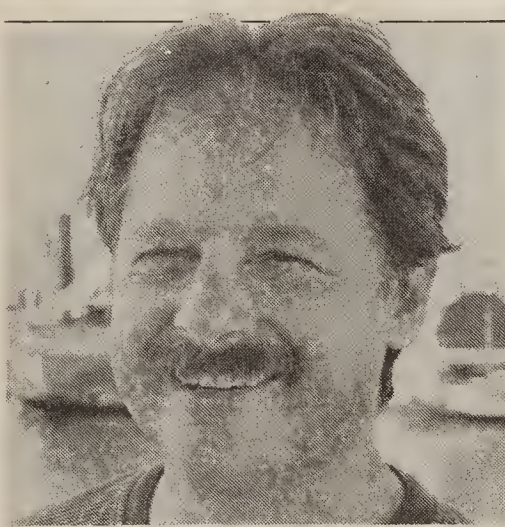
Don Morrison, Richmond YC

CREW: Jim Chamberlain (20 years) and Jim Weatherhead (14 years).

COMMENTS: Morrison, a retired chemical engineer, has raced *Jubilee* in "about 30" one design championship series and has won "about 20" of them. Don's record is unparalleled in ODCA, and he shows no signs of slowing down. Next year, the Pearson Commanders (same hull and sail plan) have been invited to sail with the Ariel fleet.

QUOTE: "It was a really close with *Pathfinder*. We won because of great crew work."

2) *Pathfinder*, Ernie Rideout, SCYC; 3) *Horizons*, Dixie Nicholson, CalSC. (4 entered; 4 qualified)



Cal 20 — Sea Saw

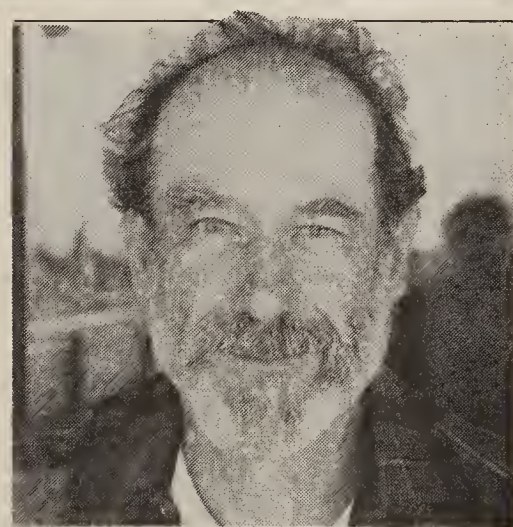
Green (above) & Wonner, BVBC

CREW: Dave Green (owner/driver), Steve Wonner (co-owner), Jeff Davis.

COMMENTS: Green, an electrical inspector, and Wonner, a 'flavor salesman', finally won after nine years.

QUOTE: "This is our fifth year with the same crew. We didn't win any races, but we didn't tank any either. Over the years, many Cal 20 sailors have shared their go-fast tricks with us — special thanks to Mike Schaumburg, Bren Meyer, Bruce Bradfute, Jerry Leth and John Nootboom."

2) *Orange Crate*, Mike Schaumburg, RYC; 3) *Tension II*, J. Nootboom, CYC. (17 ent.; 14 qual.)



Cal 2-27 — Temptation

Rollye Wiskerson, Richmond YC

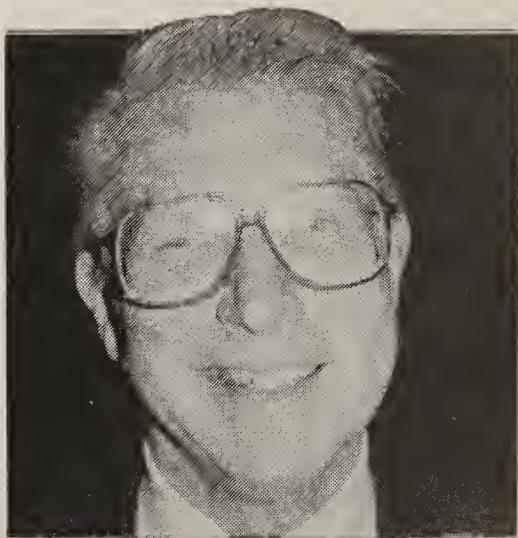
CREW: Paul Mathis, Diana Altrichter, Tom Barret, George Dresbach. Back-ups included Mike Barnick and Pat Lowther.

COMMENTS: Wiskerson, a retired mechanical engineer, has won three times ('80, '81, '93) in 15 tries. He had a great year, also winning the Wheeler, Resin, Jim Ong and Div. II of the Champion of Champions.

QUOTE: "Consistency and a loyal, steady crew was the key. We only won two races, but had mostly seconds and never finished worse than fourth."

2) (tie) *Con Carino*, Gary Albright, RYC, and *Ex Indigo*, Seal/Riley, RYC. (8 entered; 8 qualified)

SEASON CHAMPIONS, PART II:



Cal 29 — 20/20

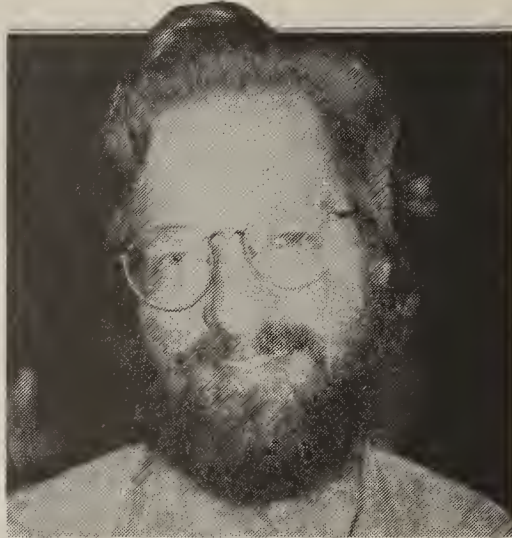
Phil Gardner, Encinal YC

CREW: Anna Ballatos, Sharon Gardner, Randy Griffin, Sam Hulse, Bob Hase, Phil Miller, Bill Pyzel and Diane Siegel.

COMMENTS: Gardner, an Alameda ophthalmologist, dominated this non-spinnaker class, upping his record to 4-for-18. He still flies a kite on occasion (first in the Plastic Classic). For real thrills, Phil crews on his son's Wylie Wabbit.

QUOTE: "The most difficult part of racing is finding and keeping a crew. The most fun part of racing is the crew."

2) **Grand Slam**, Fred Minning, IYC; 3) **Fantasy**, Robert Clark, TIYC. (8 entered; 7 qualified)



Catalina 27 — Pert

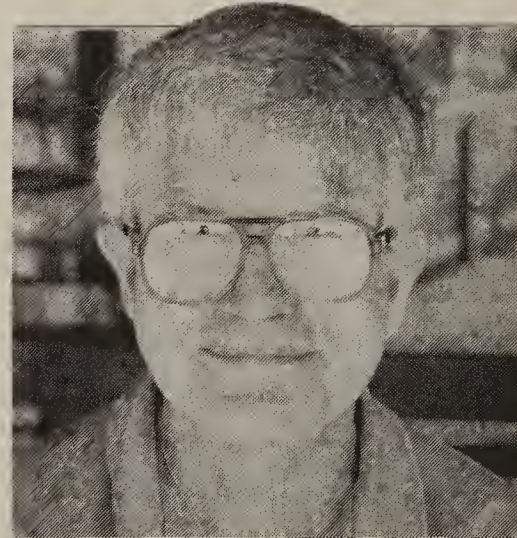
Karl Dake, Cal SC

CREW: Jim Baumgartner, Linda Brandon (tactician), Chris Burmester, Enrique Dalmasso, Dan Meter, Ken Sloan.

COMMENTS: Dake, a Berkeley research psychologist, won for the third time in eight seasons. He attributes their win to 'cross training' in dinghies, among other things.

QUOTE: "Linda and I have 91 feet of waterline to play with — one Catalina 27, three FJs, a Banshee and an El Toro. Someday, we'll trade them all in for one longer waterline and go cruising!"

2) **Wildcat**, Ernie Dickson, RYC; 3) **White Satin**, Steve Rienhart, RYC. (10 entered; 8 qualified)



Catalina 30 — Fat Cat

Seth Bailey, Encinal YC

CREW: Larry Arnold, James Conway, Adam Harry, Ron Lee, Mike Neylan, Scott Sanders and 15 other substitutes.

COMMENTS: Bailey, now "gainfully retired", won for the third time in 13 attempts. He and wife Bev just purchased *Route du Vent*, a Cheoy Lee Pedrick 43. Future plans include the '94 Pac Cup and a long cruise.

QUOTE: "Rat and Mole were right! There is nothing quite so much fun as messing around on boats — especially when you're racing with good friends!"

2) **Revision**, David Jacoby, MBYC; 3) (tie) **Mona Too** and **Trey Shay**. (7 entered; 5 qualified)



Columbia Challenger — Quasar

Forrest Martin, Bay View BC

CREW: Richard Mathews, Jaime Stewart, Jack Gill, Mark Krajar, Martin Kernberg.

COMMENTS: Martin, a doctor, saved *Quasar* from a Richmond boatyard's chainsaw for only \$500. He changed the keel shape before the season (there were no class rules about this), causing much bitterness. Ultimately, he received a letter from the class president asking him not to return next year.

QUOTE: "Next year, I'd like to crew in a seriously competitive fleet. I'm athletic and educable — please call me!"

2) **Murphy's Law**, Bill Murphy, CalSC; 3) **Libertine**, Wayne Nygren, SBYC. (9 entered; 6 qual.)



11:Metre — Ronstan

Ratiani (left) & Murray, StFYC

CREW: Skip Pierce (owner), Ted Haynes (owner), Bill Parkhurst (owner), Brandon Parkhurst, Dave Kresge, Will Sharron, Paul Bannister, Sarah Tarlan, Terri Ratiani.

COMMENTS: Alistair Murray, CEO of Ronstan Marine US, and mortgage banker Mike Ratiani dominated this new class with 10 wins in 14 races. They also took the NA's (NOOD) and set the new St. Francis to Richmond YC record (30 minutes at 18 knots).

QUOTE: "These boats are a blast! We had a great crew and great boat hardware!"

2) **White Boat**, Beatie/Lasnier, StFYC; 3) **Sebastiani**, Sweeney/Watson, SFYC. (8 ent.; 7 qual.)



Express 27 — Flying Circus

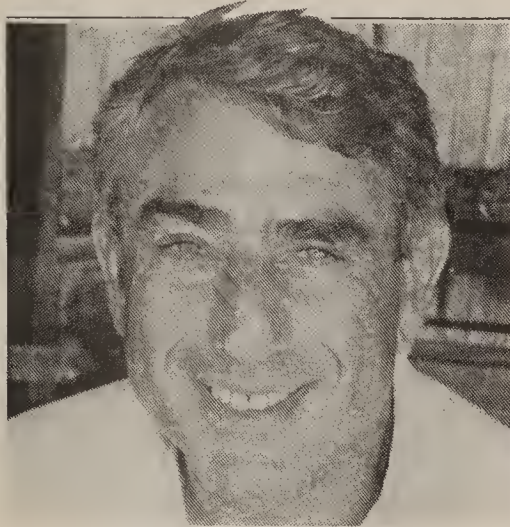
Ryley (left) & Hodges, Santa Cruz YC

CREW: Gene Ryley, Dave Hodges, Bren Meyer, Mike Schaumburg, Doug Hodges.

COMMENTS: Ryley, an electrical contractor, and driver/sailmaker Hodges won all but one race in the YRA season! They were third in the Nationals (NOOD) despite blowing out a bulkhead, and won the competitive '92-'93 BYC/MYCO midwinters.

QUOTE: "David and I play softball together in Santa Cruz with a bunch of other sailors. Our record is a dismal 0-15, so obviously we needed to win at something!"

2) **Jalapeno**, John Stewart, RYC; 3) **Moonlight**, Franklin/Schumacher, StFYC. (19 ent.; 12 qual.)



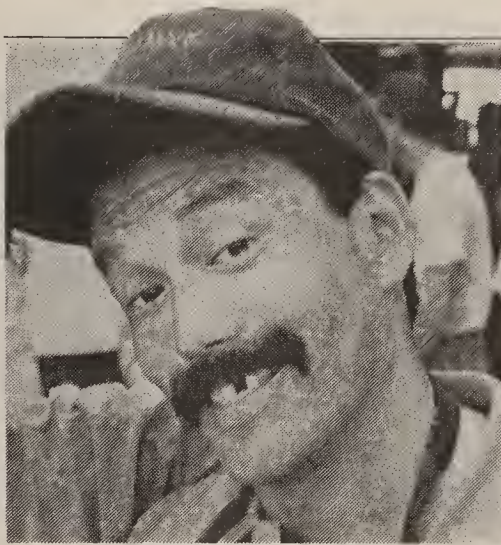
Express 37 — Re-Quest
Glenn Isaacson, San Francisco YC

CREW: Carl Friberg, Joe Runyon, Steve Pulford, Joss Wilson, Mike Hammerstad, David Lee, Brad Storm, Lance Vaughn, Liz Baylis, Gaby Isaacson (ground support).

COMMENTS: Isaacson, a real estate developer/advisor, won for the second time against one of the toughest ODCA fleets.

QUOTE: "We have an experienced and joyful crew, many of whom are 9-year vets. We've made lots of mistakes — it's recovering quickly that counts! The whole thing wouldn't work without Gaby's support."

2) *Spindrift V*, The Wrights, RYC; 3) *Ringmaster*, Leigh Brite, RYC. (13 entered; 12 qualified)



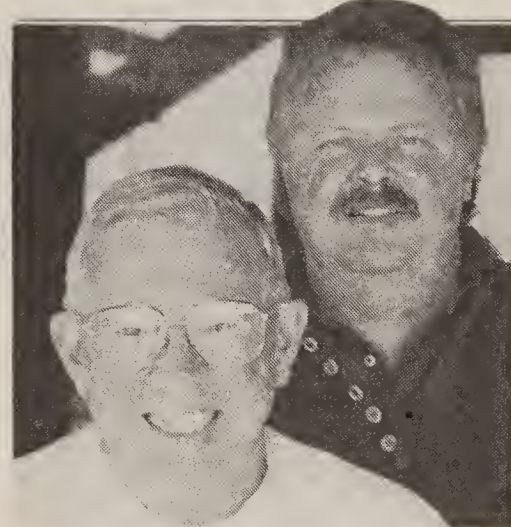
Hawkfarm — Notorious
James Hirano, Cal SC

CREW: Paul Germain, Rick Griffolk, Jim Moon, Kanus Ulrichs and just plain 'Steve'.

COMMENTS: Hirano, a firefighter, finally took the ODCA championship after 10 years, and also won the Nationals (NOOD) for the second time. Secrets to his winning season include a heavy (literally) crew outfitted with "marine quality shock collars." Future plans include buying a Santa Cruz 70, painting it black and naming it *White Man's Envy*.

QUOTE: "I know we should cover, but I really think we can pick off another boat. . ."

2) *Nighthawk*, John Siegel, SCYC; 3) *El Gavilan*, Jocelyn Nash, RYC. (7 entered; 5 qualified)



Islander Bahama 24 — Artesian
Jack (left) & David Adams, Cal SC

CREW: Kevin Kline, Bob 'Bubble' Bath and Fred Sutton.

COMMENTS: Dave, a general contractor in Sonoma, has been in the class since 1987, winning once before ('89). He's considering moving up to something bigger next year, possibly an Olson 30.

QUOTE: "I bought *Artesian* with another partner. We finished dead last for two years. We decided to get my father, Jack, to drive. He hadn't sailed for 45 years, but we went from last to first in one season."

2) *Goose*, Bud Cohen, GGYC; 3) *Warm Boot*, John Colley, GGYC. (5 entered; 5 qualified)



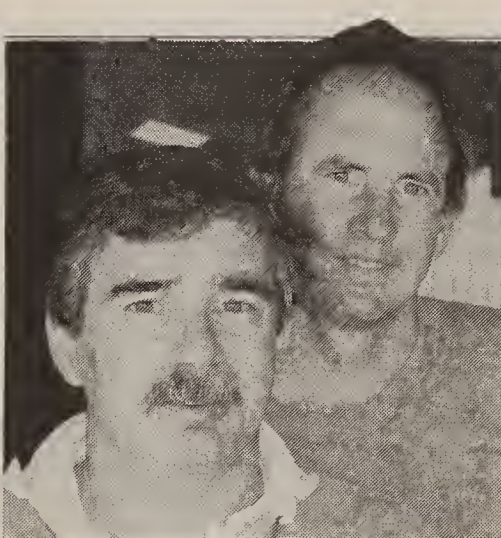
Islander 28 — Challenge
Schoen (left) & Jones, Sausalito YC

CREW: Virginia Jones (owner), Peter Schoen (driver), Betsy Jones-Schoen (wife), Jeannette Schoen (sister), Randy and Merlena Hayashi, John Hudson.

COMMENTS: Sam Hock finally moved up to a J/105 this year, opening the door for *Challenge's* first win. Unfortunately, the class is hovering on the brink of extinction.

QUOTE: "My biggest challenge wasn't so much sailing the course. . . Rather, it was calming all the women in my family when the other boats got 'too close'."

2) *Gabbiano*, Chuck Koslosky, SYC; 3) *Silent Movee*, Pat Fryer, SRYC. (4 entered; 4 qualified)



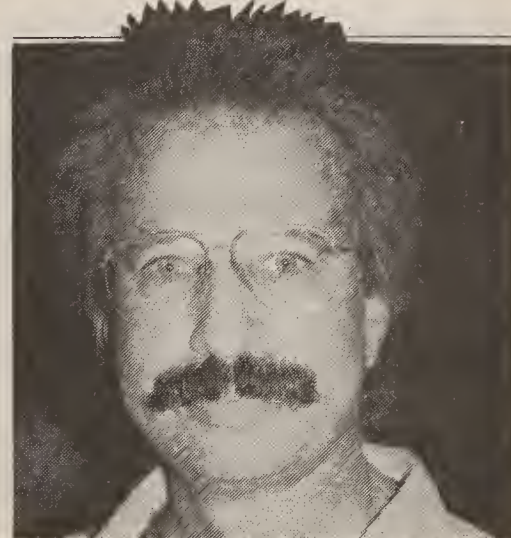
Islander 36 — Windwalker
Shoenhair (left) & Gilliom, Island YC

CREW: Jeff Hornung, Cynthia McCalley, Bill DeMeuleneare, Greg Schmitz, Dean Borton, Margaret Mykland.

COMMENTS: Shoenhair (driver) and Gilliom (tactician), both engineers, won for the third time in ten attempts. *Absolute* won the 5-race non-spinnaker part of the season.

QUOTE: "Thanks to our crew for tolerating four different skippers this summer. They always pushed hard no matter how bad our starts or tactics were! These are great Bay boats — come join us!"

2) *Juggernaut*, Bill Parks, EYC; 3) *Blue Streak*, Don Schumacher, SFYC. (7 entered; 5 qualified)



J/24 — Phantom
John Gulliford, Diablo SC

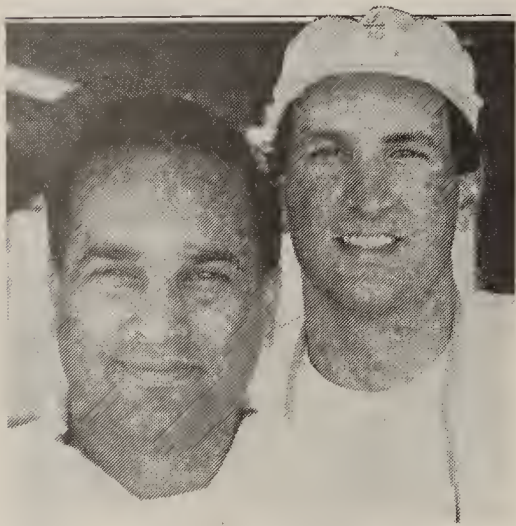
CREW: Sean Tucker, Dave Thomas and Brad Cameron (all of whom sail catamarans on 'off' weekends).

COMMENTS: Gulliford, a general manager in a stainless steel plant, won ODCA for the first time in 13 tries. He also took Division I of the Champion of Champions.

QUOTE: "No cussing, no collisions, no PMS's, no general recalls, no rock-stars... what the heck's going on? Let me check the mainsail — yup, it still says 'J/24'. We must be in some strange parallel universe!"

2) *JPJ*, Pete Crystal, IYC; 3) *Dawn Treader*, Bob Bailey, RYC. (3 entered; 3 qualified)

SEASON CHAMPIONS, PART II:



J/29 — *Black Lace*

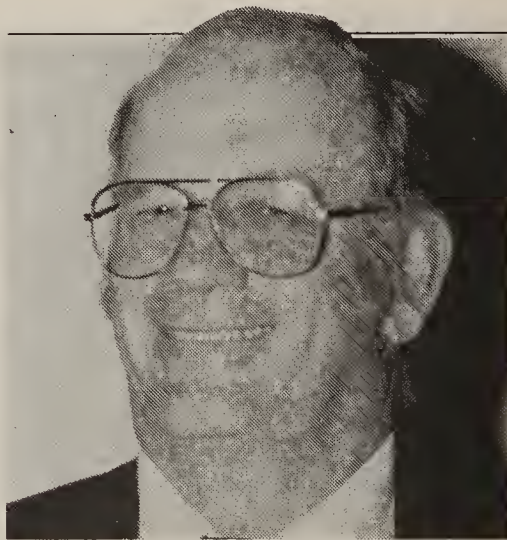
Sodhani (left) & Dincel, US Sailing

CREW: Charlie Abraham, Greg Mitchell, 'Special Ed' Bull, Dave Savard.

COMMENTS: Owner Arvind Sodhani, a treasurer, and driver Kim Dincel, a lawyer, overcame a string of rotten luck (broken boom, broken mast, boatyard sank boat half-way, etc.) to win after three tries. Also won a "thrilling" PCCs in the final race.

QUOTE: "Relentless determination over extreme adversity, coupled with brilliant competition from *Advantage II*, made this accomplishment exceptionally rewarding."

2) *Advantage II*, The Benedicts, MBYC; 3) *In the Bagg*, Bagg/Wadbrook, StFYC. (9 ent.; 7 qualified)



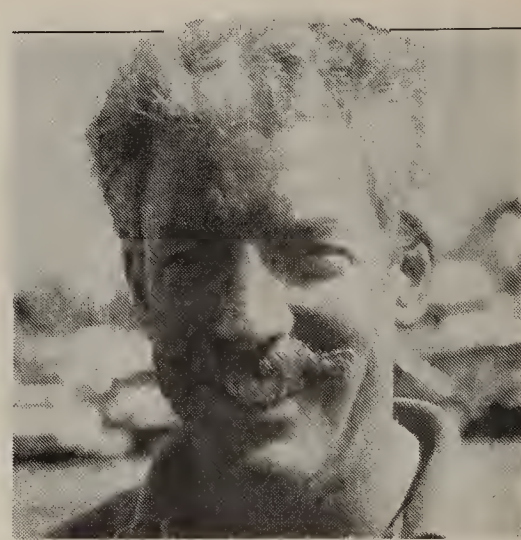
Newport 30 — *Mintaka* Gerry Brown, Palo Alto YC

CREW: Tom Ranweiler (11 years on crew), Bruno Carnovale (12½ yr.), Rocky Rockmore (6 yr.), Jackie Ruggles (15 yr.), Fitz Fitzharris (4 yr.), John Hunter (6 yr.).

COMMENTS: Brown, a computer programmer, upped his record to 6-for-8, having won the last five seasons! A former Triton sailor, Gerry has now skippered racing boats on the Bay for 30 years.

QUOTE: "We were well prepared, and we made it a point to have fun. Sadly, we lost Bruno to the East Coast — we'll miss him!"

2) *Mariner*, Bruce Darby, SFYC; 3) *Achates*, Bill Schultz, BYC. (10 entered; 8 qualified)



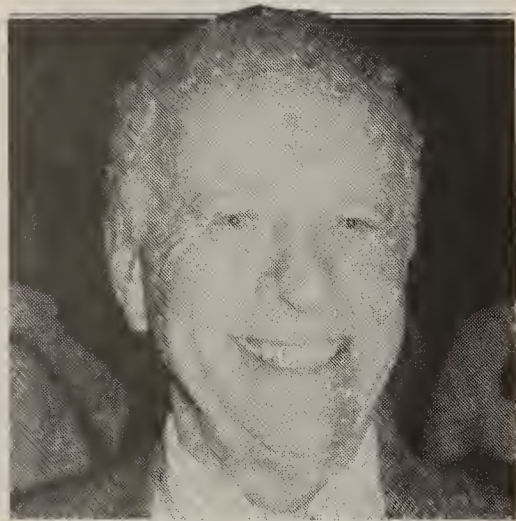
Olson 25 — *Pearl* Bill Riley, Sausalito YC

CREW: Greg Palmer, Pete Caras, Chuck and Carol Mellor.

COMMENTS: Riley, a childrens' clothing magnate, returned to the top after a two-year hiatus. With rival *E-Ticket* now sold, Riley is poised to win this owner/driver class well into the next millennium.

QUOTE: "Thanks to the Spooze Syndicate for sailing the wrong course on the last day, handing us the season on a platter. Such generosity! Next year, I'm considering racing with one hand tied behind my back."

2) *E-Ticket*, Spooze Syndicate, SYC/RYC; 3) *Vivace*, Bill Riess, RYC. (18 entered; 15 qualified)



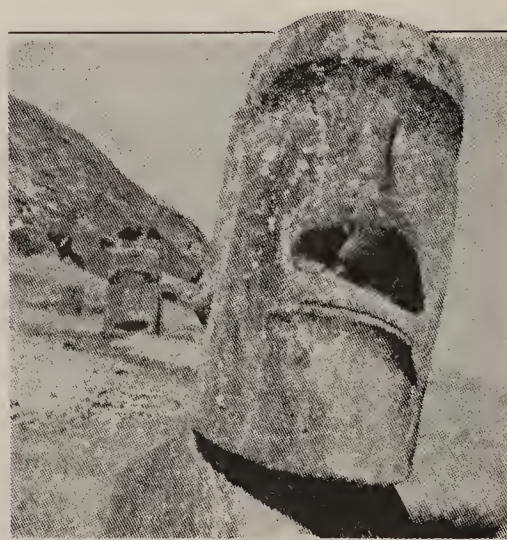
Olson 30 — *Killer Rabbit* Bill Coverdale, St. Francis YC

CREW: Jens Jensen, Frank Van Kirk, Keith Riggs, Christine Coverdale (daughter), Olivier Veyrac (future son-in-law) and James Esseks.

COMMENTS: Coverdale, a lawyer, has won three times previously in 11 attempts. This year, he tied with *Liquid Gait*, with *Hoot* less than a point back. That's close!

QUOTE: "These boats are fast, versatile and a tremendous bang for the buck. Sailing has no greater thrill than planing an Olson 30 downwind in heavy air!"

1) (tie) *Liquid Gait*, Jack Easterday, EYC; 3) *Hoot*, Adam MacFie, RYC. (12 entered; 9 qualified)



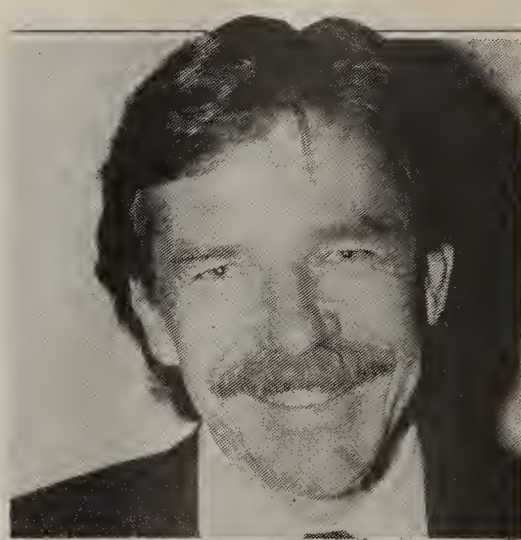
Olson 30 — *Liquid Gait* Jack Easterday, Encinal YC

CREW: Bill Colombo, Greg Wilson, Vince Casalaina, 'Casey', 'Ed' and various others.

COMMENTS: Easterday, a reclusive East Bay entrepreneur, moved from seventh last year to tie with *Killer Rabbit* for the title in only his second season. Tactician Colombo, who works for Howie Marion, naturally credited their sails. *Liquid Gait* also raced in the competitive Santa Cruz Olson 30 fleet.

QUOTE: "I'm sorry, but Mr. Easterday is out of the office. Is this *Latitude 38* again? Well, I'll give him the message. . ."

1) (tie) *Killer Rabbit*, Bill Coverdale, StFYC; 3) *Hoot*, Adam MacFie, RYC. (12 entered; 9 qualified)



Ranger 23 — *Twisted* Don Wieneke, Sausalito YC

CREW: Mark Stockton, Steve Ulrich, Jenne Holmgren, Cynthia Wieneke (shore support), Tandem (dog) and Emma (dog).

COMMENTS: Wieneke, a computer guru, decisively reclaimed the title from arch-rival *Impossible*. He won 10 of the 14 races, and is now 9-for-14 in season championships.

QUOTE: "The All-Pro *Twisted* team reunited after temporarily disbanding last year — and the results speak for themselves! Unfortunately, now I've gotta make good on the bonus clauses in my crew's contracts."

2) *Impossible*, Gary Kneeland, SYC; 3) *Last Chance*, SFYC, Roger Eldridge. (8 ent.; 6 qualified)



Ranger 26 — Talisman

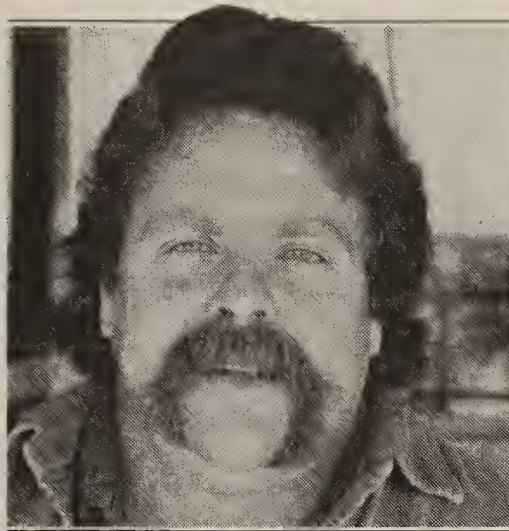
Kerry & Doug Forster, SFYC

CREW: Wyn Hughes, Ron Martell, Brad Rose, Ed Campbell.

COMMENTS: Doug, a retail manager, is 1-for-2, having been runner-up last year. Next summer, the Ranger 26s and Thunderbirds (both 198 raters) will share the same starting line.

QUOTE: "Our last race, held on the Cityfront, was easily the most memorable. The crew included my nine-months pregnant wife Kerry and our 2½-year-old daughter, who screamed with delight (?) on every tack!"

2) Mytoy, Dave Adams, TIYC; 3) Jambalaya, Ruben Becker, GGYC. (5 entered; 4 qualified)



Santana 22 — Soliton

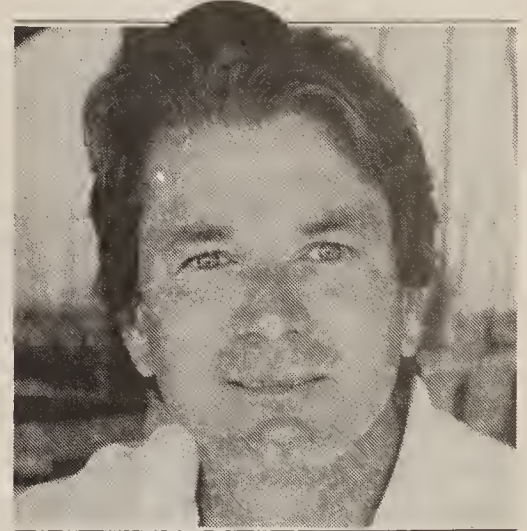
Mark Lowry, Richmond YC

CREW: Jim Bonlie, Brad Clerk, Keith Nicely and Debra Lowry (shore support).

COMMENTS: After knocking at the door for nine years, Lowry, a physicist ("at the Bomb Lab") finally won his first championship. A soliton is "a solitary wave that propagates without dissipation forever."

QUOTE: "Our strategy was to relax and not try to force things to happen; rather, wait for the other guy to screw up and then capitalize on it. But this fleet has lots of talent — it'll be a real challenge to repeat next year!"

2) Diana, John Skinner, RYC; 3) Riffraff, Erik Menzel, RYC. (22 entered; 14 qualified)



Santana 35 — Flexible Flyer

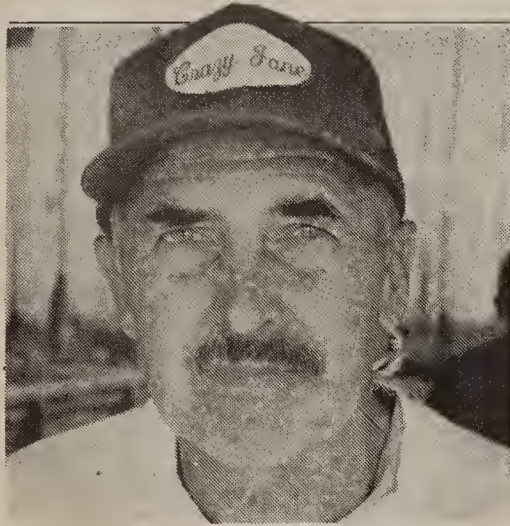
Mike Creazzi, San Francisco YC

CREW: Jeff Holder, Ira Leshin, Doug Morris, Scott Perry, Bill 'JP' Thomas, PJ Cosgrove and Scott Easom (tactician). Cameo appearances by Paul Sinz, Mike DeFrank, Chris Morris and Steve Marsh.

COMMENTS: Creazzi, an equipment leasing executive, won 10 of 12 ODCA races as well as the S-35 Nationals (Plaza Cup).

QUOTE: "Major kudos to the crew. I'm not sure which came first, the winning or our confidence. Once it was established, we had a lot of success — and a whole lot of fun!"

2) Wild Flower, Art Mowry, StFYC; 3) Dance Away, D. Storkovich, EYC. (12 entered; 9 qualified)



Thunderbird — Crazy Jane

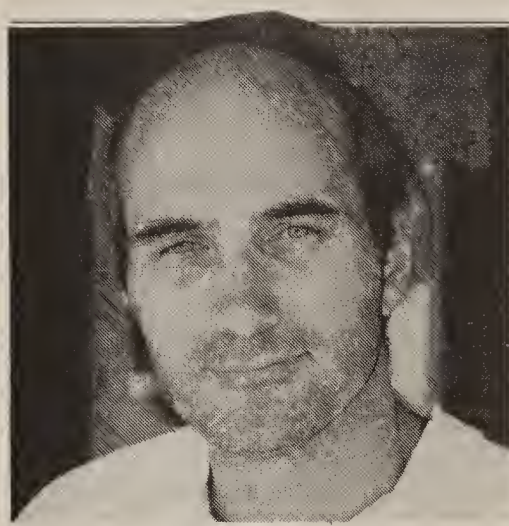
Doug Carroll, Golden Gate YC

CREW: Mike Mueller (main man), Mike Willin, Jack Barnett, Loretta Neal (galley). Cameos by Bryant Sih and Curtis King.

COMMENTS: Carroll, an insurance broker, tied with Griffin to claim his sixth victory in 20 tries. After winning the first five races, Crazy Jane slipped a bit in the second half.

QUOTE: "Our performance was as sporadic as our on-and-off crew situation. Jim (Glosli) used to sail with us, and his being on the water gets the best out of Crazy Jane — whether he's on board or not!"

1) (tie) Griffin, Jim Glosli, CalSC; 3) Maeve, Nancy Pettengill, GGYC. (5 entered; 5 qualified)



Thunderbird — Griffin

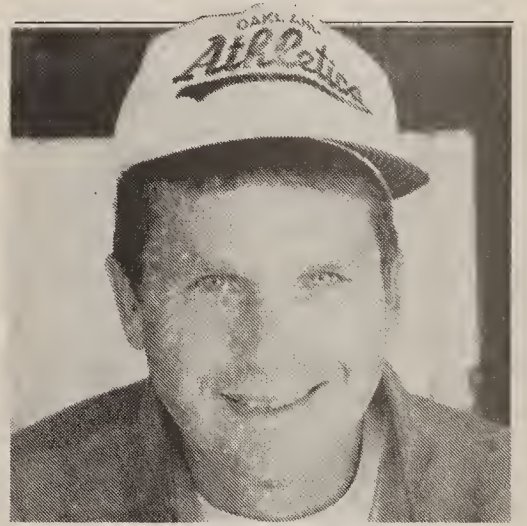
Jim Glosli, Cal SC

CREW: Roger Brewton, Mimi "I'm too old for this!" Haley, Mark Jackson, Pat Grey.

COMMENTS: By winning the last five races of the season, Glosli, a physicist, tied for first after trying for six seasons. Jim and Doug Carroll are both looking forward to the '95 T-Bird Internationals on the Bay.

QUOTE: "Thanks first and foremost to my crew; to Roger Brewton for bringing Griffin back to life; Dick and Howie at Sails By Marion; and to the crew of Crazy Jane for providing some great battles."

1) (tie) Crazy Jane, Doug Carroll, GGYC; 3) Maeve, Nancy Pettengill, GGYC. (5 ent.; 5 qual.)



Triton — Bolero

Ely Gilliam, Bay View BC

CREW: Jason 'Dude' Scott, Paul 'Hurricane' Harris (tactician), Adolfo Martinez, Sherry Nose, Tom Adams, Joe Spronz.

COMMENTS: Gilliam, who also won in '92, expects three more boats next year.

QUOTE: "According to Mark Twain, 'A dying man with no vices to give up is like a sinking ship with no ballast to throw overboard'. My crew, terrified that this might be true, constantly searches for more ballast. They believe that what doesn't kill you makes you stronger!"

2) Sleepyhead, R. & H. Golden, CalSC; 3) Abenteuer, Karl Petersen, ACYC. (8 entered; 7 qual.)

WORLD OF

We focus on 'down island' chartering this month, with an in-depth look at the Caribbean's **Windward and Leeward Islands**; also, **favorite Grenadine anchorages**, notes on planning a **Caribbean regatta charter** and **multihull fever** in the charter biz.

The Windwards & Leewards: Tough Choices

Now that winter's chill has come, many California sailors are scrawling 'Caribbean charter vacation' on their Christmas lists. But which group of islands is the best choice for bareboating or crewed yacht chartering? There's no simple answer — but what a delightful dilemma to wrestle with!

You really can't top the Virgin Islands for an initiation to tropical chartering (see last month's *World of Chartering*), but if you're looking to venture farther afield and experience greater cultural diversity, one of several cruising grounds in the Windward and Leeward Islands should be the next entree on your charter menu. Laid out in a broad crescent from Anguilla to Grenada, this volcanic chain of emerald isles spans 450 sun-kissed miles of deep blue ocean. Steady easterly trades, mid-80s air temperatures and plenty of all-weather anchorages keep this region near the top of the list

great cultural diversity. Collectively, they have flown the flags of a half-dozen European powers, which struggled for control during the colonial era. Today, each island has eased into the 20th century at its own pace. A few are substantially developed, while others seem to have been lost in time — yet all retain vestiges of their colorful colonial past.

It would take months to explore them all, so limit your next charter to one island group. In order to make a choice, ask yourselves a few crucial questions. How important is nightlife and fine dining? Do you enjoy anchoring in the company of like-minded gringos or do you avoid them like the plague? Does French culture turn you on? How about Dutch? Does the lack of modern infrastructure make you nervous, or do you relish funky, undeveloped places? Whatever your answers are, there is an Eastern Caribbean cruising ground to suit you.

From a sailing perspective, the thirty-odd islands of the Windwards and Leewards can be broken up into four prime cruising areas: St. Martin and its neighbors (the Northern Leewards), Antigua and Barbuda, Guadeloupe and Martinique, and the Grenadines. Each has its own special charms, and each group is 'doable' in a week or 10 days.

The Northern Leewards — If you like variety, the Northern Leewards is your cruising ground. A one-week cruise here can include the superb international cuisine and casino gambling of St. Martin, along with the picture-perfect anchorages and topless beaches of St. Barts, both starkly contrasted by the unspoiled pastoral beauty of St. Kitts and Nevis.

St. Martin's split personality — half French and half Dutch — has given the island a unique cultural blend. On the Dutch side, downtown Philipsburg is a bustling mecca for duty-free shoppers, who barter for electronics, perfumes, liquors and cameras, while the streets of (French) Marigot are a treasure trove of pastry shops, chic boutiques and open-air cafes. Away from the towns you find secluded waterside resorts, glorious beaches and modern marinas lined with bareboat charter fleets.

Just to the north is British Anguilla. This sleepy, low-lying island has only pockets of development and limited services, but the

snorkeling and diving here are excellent. To the south, however, lies tiny St. Barts, regarded by many Caribbean sailors as the 'jewel of the Caribbean'. Why? It's hard to pinpoint, but St. Barts definitely has its own distinctive style derived from its French, Swedish and buccaneer heritage, and the seamless social mix of the salty Frenchie fishermen, elegant Parisian sophisticates, rock stars and royalty who gather here. At Gustavia's red-roofed, storybook harbor you'll find 'the best bar in the world', *le Select*, where on any given day you might share a frosty Heineken with Jimmy Buffet, author Don Street or the King of Sweden — really, he's been there!

The formerly British island of St. Kitts lies only a day's close reach to windward, but you will feel like you have jumped back in time. On St. Kitts and its sister isle, Nevis, the pace of life is s-l-o-w and development is minimal. Shimmering fields of sugar cane and coco palms fan out beneath towering volcanic peaks, evidence of an agri-economy which has changed little over the centuries.

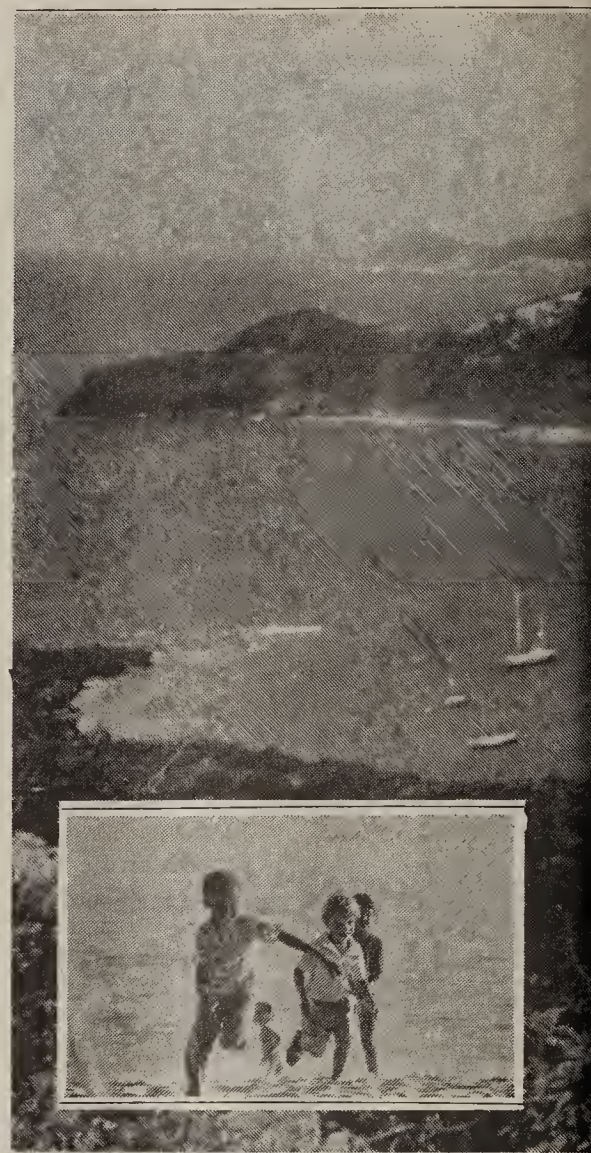
Hire a taxi on either island for a drive through the lush countryside and you will glimpse the Caribbean of decades past. Most folks live in boxy, two-room cottages, with



On Grenada the best 'aqua massages' are from spectacular waterfalls like this one — the island's interior is well worth exploring.

among the world's greatest cruising grounds.

From the air, these sister islands look remarkably similar, but a closer look reveals





At Falmouth Harbor, Antigua, Nelson's warships have been replaced by pleasure yachts. Left: kids frolic at Bequia. Right: taking a tropical plunge.

outdoor privies and kitchens, but their gardens are bountiful with flowering plants and towering fruit trees. People here are poor but dignified, and you'll find yourself curiously envious of their uncomplicated tropical lifestyle. Anchorages are open roadsteads which can be rolly, but it is worth the inconvenience.

Several international bareboat charter companies are located on St. Martin (mostly on the French side), offering a broad selection of boats including performance sloops, cruising cats and Swans. Princess Juliana International Airport is served by many direct flights from the U.S. and Europe.

Antigua — If you had enough time, Antigua would be your next logical stop (especially if you were doing a one-way itinerary), but for many charterers this famous island nation is a destination unto itself. It is renowned as the 18th century home port of the British West Indian Squadron, the birthplace of Caribbean yacht chartering and the site of the annual Antigua Sailing Week — perhaps the greatest 'serious fun' regatta in the world (see *Charter Notes*).

Tourist brochures boast "a beautiful beach for every day of the year" — but who's counting. Let's just say there are enough sandy stretches and well-protected anchorages to make a week's circumnavigation seem too rushed. Along the way you'll

have been replaced by megayachts, maxis and thoroughbred charter showboats. Forty miles to the north, Antigua's poor cousin, Barbuda, offers mile after mile of pink and white-sand beaches, as well as excellent fishing and diving on its many wrecks and reefs.

While Antigua is not a major airline hub, it is served by direct flights on several major carriers; the Caribbean carrier LIAT is headquartered here. Sun Yacht Charters is the only major bareboat company based here, although many French bareboats from Guadeloupe (40 miles away) also cruise these waters.

Guadeloupe & Martinique — Combining French Guadeloupe with Antigua brings a nice sense of contrast to a week or two of chartering, but be warned that both Guadeloupe and Martinique are huge, requiring ample time for exploration. And the last thing you want to do in these latitudes is stress yourselves with an overly ambitious itinerary.

Winds tend to blow a bit stronger as you move south (18-25 knots) and the open water stretches can get a bit wild — ocean swells have nothing to slow them down on the long fetch from Africa. Sailing down the lee of these mountainous larger islands, you either stay in close and pick up the onshore breezes or stay well off and glide along on the easterly trades.

CHARLIE CHARTERER'S FAVORITE DOWN ISLAND ACTIVITIES

- 1) The sunset steel band & BBQ fest Sunday nights at Shirley Heights, Antigua. People come from all over the island to enjoy the terrific music of big steel bands and watch the sun set. The 'Q' isn't bad, and the views of English and Falmouth Harbors are exquisite.
- 2) Le Select Bar and Cheeseburgers in Paradise (made famous in song by Jimmy Buffet), Gustavia, St. Barts. Everybody drinks at funky Le Select, from the rich and famous to the penniless and anonymous. Between the hours of 5 and 8, everybody on the island either stops by for a sundowner or vogues by in a open Moke. It's a gregarious international crowd that enjoys the indoor/outdoor setting just a winch handle's toss from the Med-tied boats.
- 3) The motor scooter ride from Bourg des Saintes to the lookout atop 1,038-foot Le Chameau on Terre d'en Haut, Les Saintes. The narrow road is so steep and the scooters so gutless that sometimes you have to 'ooch' them to the top. But what a view of the whole region when you reach the summit and climb the delapidated rungs to the top of the lookout. But check those scooter brakes before you begin the long decent.
- 4) The inland tours of Dominica and Grenada. These two islands have wet and mountainous interiors that are the antithesis of the typical low and dry Caribbean island. Bring your swimsuit as there are several great falls to stand under and pools to leap into.

anchor in secluded lagoons or off posh resorts which welcome you ashore for dinner, drinks and Calypso. A highlight is visiting historic Nelson's Dockyard (at English Harbor), where the warships of old

You could spend weeks exploring butterfly-shaped Guadeloupe, but a nice balanced itinerary can be made by getting to know the country folk at fishing villages along the coast, spending a couple of days

WORLD OF

soaking up Parisian-style nightlife, haute cuisine and fine wines at busy Point-a-Pitre and visiting the delightful cluster of islets offshore called *Iles des Saintes*. With gin-clear waters for snorkeling, cozy anchorages, and charming gingerbread villages ashore, the *Saintes* are a must.

Oddly separating Guadeloupe and sister Martinique, is the region's poorest island, Dominica. Tall, deep green and a bit mysterious, the word 'infrastructure' has not yet arrived here. Passing sailors tend to love it or hate it. Anchorages are rolly, services ashore are minimal and some cruisers are put off by the raggedy capitalist wanna-bes called 'boat boys'. By the same token, some travelers find this the most fascinating of all Caribbean islands. With minimal tourism revenue here, you can't blame these kids for creatively trying to garner some cash; they are attempting to earn, not beg.

Near Portsmouth, you can travel inland by small boat into a fascinating tropical jungle; here too, trips can be arranged to the Carib Indian reservation where the last survivors of this once-dominant Caribbean culture live. High above, dense primeval forests are alive with songbirds and monkeys.

Martinique is a completely different story. Like Guadeloupe it has sophistication, big cities and vast tracts of farmland. Today, St. Pierre is a pleasant coastal town, but at the *Musee Volcanologique* you'll learn how this former capital was devastated by the



Determined to harass Napoleon's legions, British soldiers scaled this 570-foot pinnacle with cannons in tow, to take pot shots at unsuspecting French warships. Divers say you can still find jettisoned cannons in the depths nearby.

St. Georges harbor, Grenada — a picture perfect Caribbean anchorage. Left: Antigua Race Week action. Right: A bounty of Grenadine nutmeg.

wrest it from the ferocious Carib Indians, only to butt heads afterwards through 14 exchanges of power. In the end; the Brits won out.

St. Lucia's lush interior is well worth exploring by taxi, but the main attraction is its conspicuous twin landmarks, the Pitons. If you're buffed and energetic, a guide can lead you from the beach at Soufriere Bay up to the top of these tooth-like peaks — a serious workout!

These big French Islands have plenty of slick bareboats to choose from — both mono- and multihulls. The Moorings is here, along with several lesser-know French outfitters. These islands are actually departments (states) of France so they are served by many top European airlines, some routed through the U.S.

St. Lucia also boasts several major bareboat bases (at Rodney Bay and Marigot Lagoon), making it a logical starting point for journeys north to the French islands or south to the Grenadines. U.S. carriers fly in direct and services ashore are top notch.

THE WANDERER'S FAVORITE DOWN ISLAND ISLANDS

- 1) St. Barts — which is small, safe, clean and French — is the best by a landslide. Flamands and Grand Saline are just two of many great beaches. The 20-minute hike from Columbie to Flamands is easy and fun. The officials are friendly, the tiny airport and Le Select provide non-stop entertainment and the food is sensational. But expensive.
- 2) *Iles des Saintes*. Small, safe, clean and French, it's just like St. Barts but tiny instead of just small. Fort Napoleon and something sweet in the morning from the *croissanterie* are just two of the treats. Maybe five cars on the entire island.
- 3) Bequia. The absence of an airport — until recently — and the island's whaling/sailing tradition make it special. Tiny like *Iles de Saints*, it's the best gateway to the Grenadines. The Easter Regatta is a Caribbean favorite.
- 4) Antigua. The island is worth seeing if just for the historical value of English Harbor and the world class crewed yachts that base there. The leeward side of the island offers some of the best flatwater sailing in the universe. Alas, the food is dreadful.

eruption of Mont Pelee in 1902. More uplifting are the works and artifacts of Paul Gauguin at Carbet, where the artist lived before voyaging to Tahiti. Diamond Rock is the island's most curious relic though.

Looking at the peaceful island of St. Lucia today, you would never realize that the British and French struggled for 100 years to



aristocracy and celebrities in hiding. Their castles and mansions lie in stark contrast to the humble homes of neighboring islands.

Other highlights are the Tobago Cays, an uninhabited patchwork of cays and reefs that is heaven for novice snorkelers, and Palm Island, a tiny palm-covered paradise with a family-run mini-resort. In fact, if you had the time, every island and islet would be worth a visit — as a laid-back, sun-drenched cruising ground, the Grenadines is high on our list.

A small owner/operated company, Barefoot Yacht Charters, is located at St. Vincent, while The Moorings and Sea Breeze Yacht Charters have bases on Grenada. Puddle jumpers from Barbados (a major airline hub) and St. Lucia fly into St. Vincent and Union Islands; Grenada is now served by direct flights from the U.S.

If you would rather cruise the Windwards and Leewards in pampered luxury, you'll find some of the world's finest vessels based at Antigua and St. Maarten. With most crewed yachts, one-way chartering is offered at no additional charge; pickup points can be quite flexible too.

— latitude/a.t.

Grenadine Highlights

After picking up our boat from Tradewinds Yachts at Rodney Bay, we headed 'down island' to tour the Grenadines. In the lee of the islands, Grenadine sailing conditions are fairly mild, but conditions can get quite boisterous in the 'slots' between islands — especially the 35-mile slot between St. Lucia and St. Vincent. After overnighing at majestic Marigot lagoon, we made Port Elizabeth (Admiralty Bay), Bequia by mid-afternoon.

This island has been a favorite of ours for many years; it is isolated, yet lively and stimulating. A local bar and restaurant at the Frangipani Hotel is a popular gathering place for sailors. You can stock up on ice here (which comes in daily by ferry) and swap paperbacks at the trading library set up for cruisers.

One morning the boat boys came by selling lobster. Lunch that day was a feast: broiled lobster and homemade mayonnaise topped off with freshly baked brownies. Soon after, three young islands boys had rowed out in their pretty hand-painted boat

and serenaded us with an island medley on a steel drum.

The Tobago Cays are a spectacular group of small, deserted islands, protected from the sea by a horseshoe reef. The reef colors were a kaleidoscope of golds, browns, turquoise and green. We feel this is the most spectacular anchorage in the Grenadines, and you'll want to stay several days at least, as we did. There are no stores, no provisions, only whatever the boat boys are selling. The only lights you'll see at night are an anchor light or two; the only sounds are faint voices from other yachts which will softly drift across the water.

Sandy Island is an idyllic patch of sand, coral and palm trees — and we had it all to ourselves! We dropped the anchor only 40 feet off the deserted beach. I sat on the beach watching the boat gently rocking while the kids ran down the beach, silhouetted by the sun, laughing, chasing each other and collecting sea shells.

Snorkeling here was the best! On our first swim we encountered an enormous shimmering school of tiny fish. What the kids loved best was deserted islands and catching their own meals on a hook; they would much rather build sandcastles and zoom around in the dinghy than go ashore to shop. To us, 'lower latitudes mean better attitudes!'

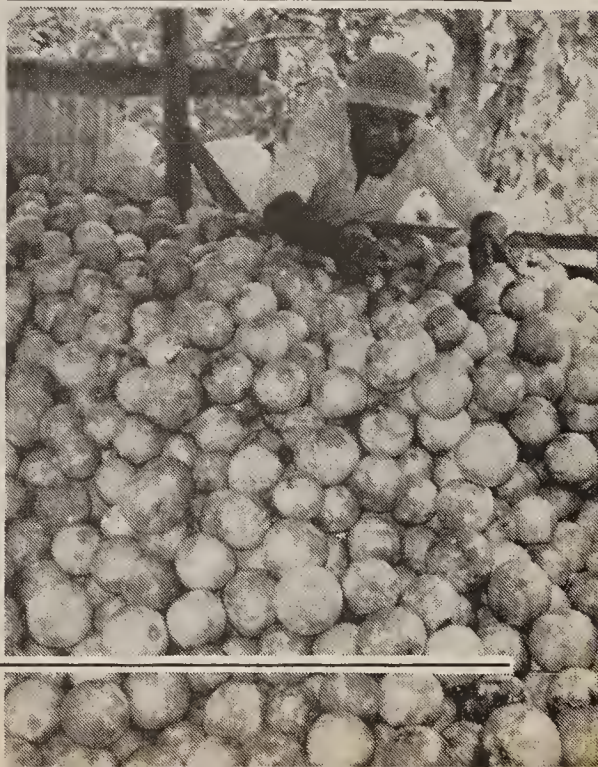
— melanie mandel
lodi

There are a lot of fancy foodstuffs you won't find down island, but citrus fruits, papayas and mangos are definitely plentiful.

The Grenadines — If you are looking for protected, easy sailing, yet with minimal development ashore, the 100-mile cluster of islands, cays and reefs called the Grenadines should be your playground. At the northern end is the mother island of the chain, St. Vincent, which is rugged, mountainous and only marginally developed. At the southern extreme, lies Grenada, the 'Isle of Spice', renowned for its picturesque red-roofed capital, St. Georges, as well as spectacular inland waterfalls and fragrant spice-tree forests.

The favorite Grenadine isle of most savvy sailors is Bequia, and it's easy to see why. Although quite 'sleepy' by urban comparisons, it's the liveliest island of the lot, with plenty of live music, cozy 'rum shops' and restaurants. The nautical heritage of Bequians runs deep: young boys carve toy boats from coconuts, while grandfathers reminisce about hunting down passing Humpbacks using centuries-old methods and hand-hewn boats. Along the beach at Admiralty Bay, locally-built wooden boats are still careened for repairs.

By contrast, Mustique has become an elegant vacation retreat for European



WORLD OF CHARTERING

Charter Notes

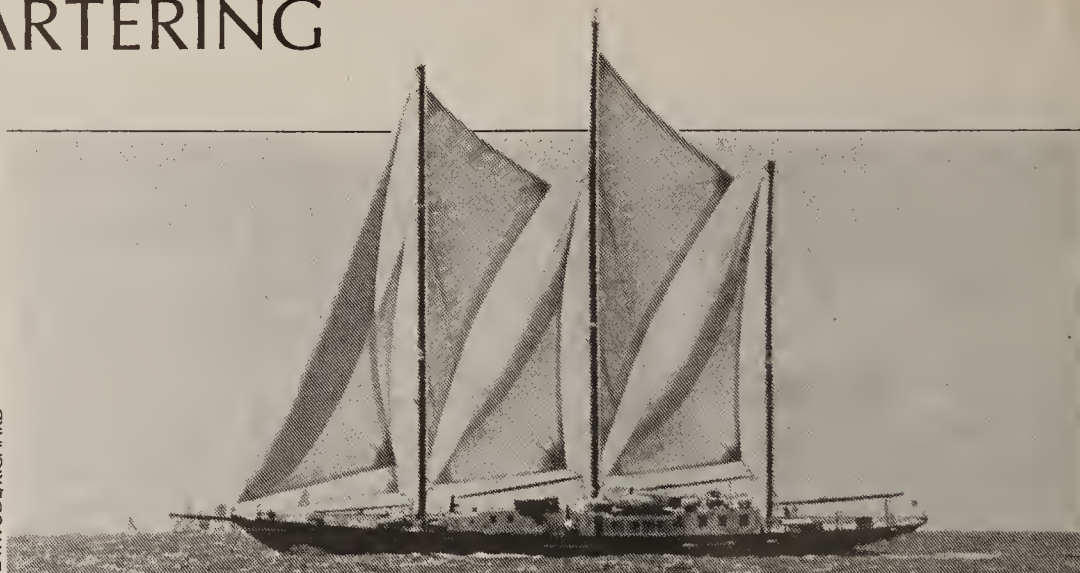
Timing your Caribbean charter with a local regatta can greatly increase the fun factor — assuming, of course, that everyone in your group is into racing. If you're a bareboat sailor, book ASAP in order to get a high performance model. Crewed yacht charterers can also enjoy the fun by competing or simply following the fleet and joining the parties.

Caribbean regattas generally have both racing and cruising (non-spinnaker) divisions, some with special bareboat classes.

- **Grenada Sailing Festival:** 1/29-2/6
- **St. Maarten Heineken Regatta:** 3/4-6
- **Rolux Swan Regatta, USVI:** 4/1-3
- **Bequia Easter Regatta:** 4/1-3
- **BVI Spring Regatta, Tortola:** 4/8-10
- **Antigua Sailing Week:** 4/24-5/1

A few years ago the idea of bareboat chartering a multihull was unheard of. But due to their growing popularity, cruising cats are now available for hire in both the Caribbean and the Pacific. If you like the idea, but your multihull skills are limited, consider taking **The Moorings' 'Live Aboard Cruising Course'** in the BVI, aboard a sleek Moorings 3700 Lagoon Cat.

LATITUDE/RICHARD



It's well worth coming to Antigua Sailing Week just to check out the showboats. Pictured here is the massive staysail schooner Fleutje.

Booked on a headboat basis, pricing is \$1,495 per person, mid-April through mid-December 1994. Call 800-334-2435 for info.

Rendezvous Charters — whose namesake flagship has been a fixture on San Francisco Bay for years — has also been smitten by multihull fever. **Sea Raven**, a 65-footer, custom fitted for Bay chartering, carries 49 passengers for daysails and she is stable enough to offer elegant sit-down dinners under sail for up to 32 guests. Call Drew at 543-7333.

Meanwhile, back in Washington, legis-

lators are still hammering away at HR 1159, the **Passenger Safety Act**, which is likely to have serious impacts on some forms of yacht chartering (see October '93 *World of Chartering*).

Having passed the House, the bill is now near a vote in the Senate. Passage would likely raise the passenger count on smaller U.S. vessels (from 6 to 12), but 'close the door on many foreign hulls and some older U.S. daysail boats. Under current laws, a wide range of foreign-hulled and other 'uninspected' vessels are now chartered (for day trips or longer) under a legal loophole called a demise contract. Stay tuned for a thorough review if and when the bill becomes law.

SAIL OFF THE BEATEN PATH

SAIL Fiji



Sail in beautiful Fiji — one of the world's last unspoiled charter regions. Let us take you to rarely visited islands and remote beaches, where you'll never have to share an anchorage. Our personalized service makes your sail off the beaten path an unforgettable experience.

**IF YOU'RE INTERESTED IN A CHARTER WITH A DIFFERENCE
CALL FOR OUR COMPLETE BROCHURE
ON THIS UNSPOILED PARADISE**



**WIND-N-SEA ADVENTURES (800) 209-WIND
(510) 523-9713 local (9463)**

SAILING EXPERIENCE



happiness is a Tropic Island Charter

DISCOVER the beauty of the Virgin Islands aboard your immaculate **TROPIC ISLAND YACHT** where you are guaranteed a holiday not to be forgotten.

NOW we also have Trawlers, Motor Yachts and Catamarans available for Charter and Purchase.

INQUIRE about our unique
Purchase Management Plans.

CARIBBEAN DEALER FOR:
Hinterhoeller Yachts • Fountaine Pajot Catamarans
Archipelago Catamarans



TROPIC ISLAND YACHT MANAGEMENT LTD.

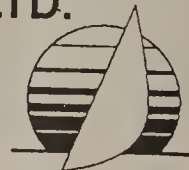
CALL TOLL FREE

IN USA

1-800-356-8938

IN CANADA

1-800-463-3993



P.O. Box 532
Maya Cove, Tortola
British Virgin Islands

TEL: (809) 494-2450

FAX: (809) 495-2155

WHO

The Windward Islands of the lower Caribbean.
Spirited winds. Great open water passages. Spectacular,
uncrowded anchorages.

SAYS

Unspoiled islands alive with color and culture and cuisine.
It is like no other place on earth. An exhilarating reminder of
why you took up sailing in the first place.

PARADISE

Paradise lost?
Hardly. The Moorings has three bases there.

IS LOST?

Sail from Martinique, St. Lucia or Grenada on a magnificent
Moorings yacht. Bareboat or crewed. Yacht or stateroom. One way
or round trip. Call toll-free 1-800-535-7289.



The Moorings

The Best Sailing Vacations In The World.

British Virgin Islands • St. Martin • Guadeloupe • Martinique • St. Lucia • Grenada • Bahamas • Florida • Mexico • Tahiti • Tonga • Greece • Turkey • France • Spain • Egypt

Race

*Yukon Jack
to warm climes...*

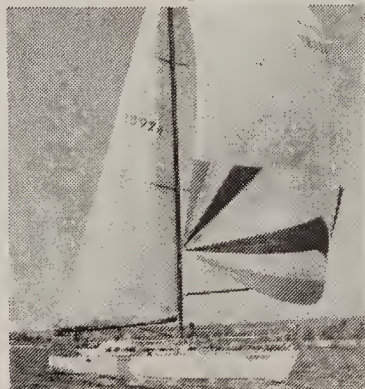


Charter San Diego-Manzanillo Race

Help defend Yukon Jack's '92 title!

Ride the warm winds on an ocean-race winner

Santa Cruz 50



**Charter share
or whole boat**

- San Diego/
Manzanillo
Feb. 19 - 27
- Pre-race parties
begin Feb. 12
- MEXORC Series
Feb. 28 - March 5

Information: (510) 682-6610



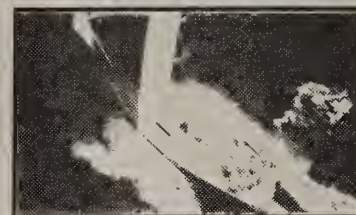
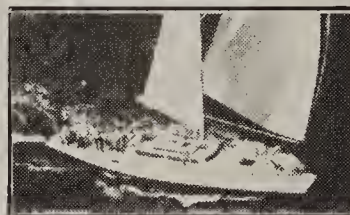
RACE A WINNER!

CHARTER ONE OF THE FASTEST YACHTS ON THE WEST COAST

**The RALPHIE
Santa Cruz 50**

→ → OR → →

**M-1
Ross 45**



JULY '94 VICTORIA-MAUI

Set a class record

JULY '94 PACIFIC CUP

Easily handled by 6-18

JULY '94 TAHITI

Referral fee to brokers and sail lofts

CHOOSE YOUR FAVORITE RACE AND CALL

- Big Boat Competition - 1/2 70' prices
- Class within a class
- For those who are too busy to spend time at sea or clean up, we have a crew available for delivery and clean up after the race

HIGH PERFORMANCE SAILING HAWAII

JOHN (310) 429-2912 OR BILL (310) 434-7723

FAX 310-434-7723

Welcome to Baja



**The Best Marina
Choice In The Sea of
Cortez**

MARINA SERVICES

Electricity, 30-50 Amps, Water, Security, FAX, VHF, Public Telephone,
Laundry, Showers, Ice, Sadas, Concrete Launch Ramp, Diesel Fuel, Parking,
Dry Storage, Anchorage, Repairs, Maintenance, Restaurant and Bar,
all Legal Documents with Mexican Officials.

FOR MORE INFORMATION OR RESERVATIONS, CALL OR WRITE TO:

CLUB DE YATES PALMIRA, S.A. DE C.V.

KM 2.5 CARRETERA PICHILINGUE
LA PAZ, BAJA CALIFORNIA SUR, MEXICO
TEL: (682) 539-59 FAX 562-42
APARTADO POSTAL 34



Realize Your Dream
Penmar Marine Co.

Discover Paradise in the San Juan Islands

**IMAGINE PARADISE...EMERALD ISLANDS,
QUAINT HARBORS, QUIET ANCHORAGES,
SPLASHING ORCAS, SUNSETS AND YOU.**

Penmar Marine is dedicated to the realization of your dreams. We have a fleet of 80 finely prepared yachts, both power and sail, from 24 feet to 56 feet. We are renowned for our friendly, professional service which will make your charter vacation exceptional. Start fulfilling your dream, call or write today.

Penmar Marine Co.

THE RIGHT CHARTER COMPANY

1-800-828-7337

2011 Skyline Way, Anacortes, WA 98221



**Conch Charters Ltd.
British Virgin Islands**

Bareboat/skippered
sailboats 30-50

Why shell out a fortune?

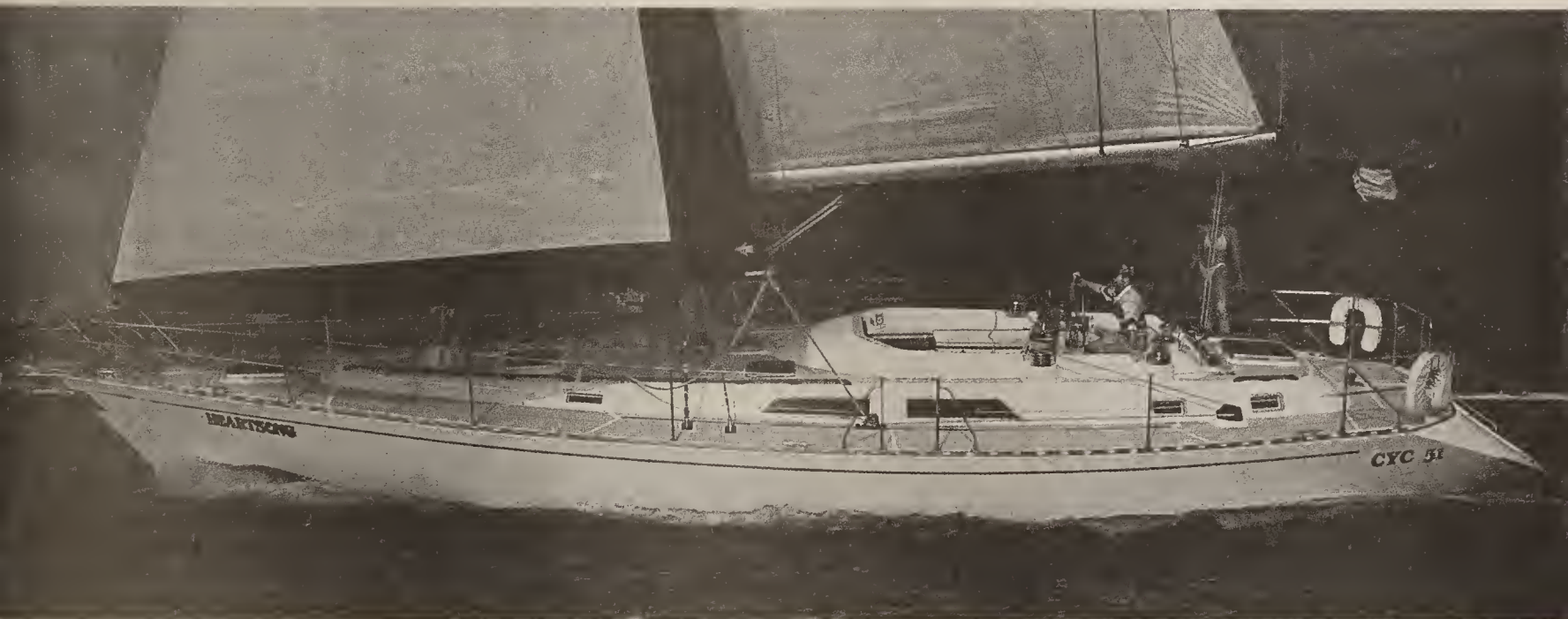
Call Conch Charters Ltd.

(809) 494-4868 • Fax (809) 494-5793

P.O. Box 920, Road Town,
Tortola, British Virgin Islands



The New Hylas 49 Offers You \$112,194.



A Pre-Owned Hylas Offers A Vacation Home.

PRIVATE

BROKERAGE

You're about to discover yachting's most unique ownership opportunity. Now CYC erases all the risks of buying a yacht by paying the buyer 25% of the purchase price in advance. That's guaranteed. And this is just the beginning. Other payments are guaranteed monthly. Furthermore, we will absorb all capital expenditures, maintenance, haul-outs and refurbishing while your Hylas yacht is in CYC's fleet. And, now you have three choices, with our Sparkman & Stephens and German Frers designed Hylas 45.5, 49 and 51's.

Manufacturer: Queen Long Marine

The rewards of owning a Hylas yacht can also be realized through our exclusive pre-owned yacht program. Currently, the Hylas 44 and 47 are available at tremendous values. Both models are powerful performers featuring those justly famous Hylas accommodations.

So, take a close look at our exclusive fleet of new and pre-owned Hylas Yachts. Their quality and performance will compel you to re-evaluate what you expect from a cruising yacht. Call toll free:

1-800-225-2520

Frers design: Hylas 51 & 45.5

Sparkman & Stephens design: Hylas 49

Hylas

Caribbean Yacht Sales

P.O. Box 583 • Marblehead, MA 01945 • Fax (617) 639-0216

THE RACING

*With brief reports this month on the inaugural **Melges 24 Nationals**, the **Great Pumpkin Regatta**, seven different **midwinter series**, the **Red Rock Regatta**, a **Whitbread Race** update and the usual **race notes** at the end.*

Melges 24 Nationals

Twenty-two Melges 24s convened in Annapolis, Maryland, over the rainy Halloween weekend (October 30-31) for the first ever Melges 24 Nationals. Boats and sailors traveled from all corners of the U.S. to test their skills in this exciting, seven-month-old one design. And this time — unlike the recent NOOD regattas — there were no 'factory boats'. All boats had owners, and only one of the ubiquitous Melges clan actually raced (Harry III crewed on *Good Vibrations* for his friend Brian Porter), though Buddy was in attendance.

The five-race series was blessed with 15-22 knots of breeze for Saturday's three races. Conditions allowed the 1,650-pound boats to plane on the offwind legs, and let me assure you that it's truly exciting to scream downwind bow to stern in a pack doing 15+ knots! Who's going to jibe first? Who has the angles figured out best? These boats are as tactical downwind as upwind, and the need to jibe on lifts is all the more obvious when sailing hotter angles with our asymmetrical kites. Additionally, the angles change with velocity changes!

crossed the fleet approaching the weather mark in the second race, scrambling the fleet as *Sleigh Ride* and *Sidewinder*, sailed by Star gold medalist Mark Reynolds, were leading the pack. 1993 Star world champ Joe Londrigan, in third with *Freddie Krueger's Day Off*, elected to luff up and wait for the tow to pass rather than bear away behind it. Passing too close astern, Joe was sucked in by the wake and bumped the barge. Tim Hahnke, sailing his new *Iceman*, did the Corinthian thing and stood by to make sure that Joe and his crew were all right. It was a prophetic move, as the Protest Committee later awarded *Iceman* YMP ("Yacht Materially Prejudiced") points and praised them for their seamanship.

Sunday arrived with less rain and less wind, about 12-15 knots. Brian Porter took another bullet in the first race of the day, becoming the only boat to win more than one race. *Sleigh Ride* was second, Londrigan was deep and Hahnke started moving up with a fifth. Our crew — owner Coolidge, Jim Donovan of the Farr office (and formerly from the Bay Area), Harry Dunning and myself — were pretty excited about going



We thought so... but it was not to be for the boys from San Francisco.

Arriving back at the dock, we saw that *Iceman* had been awarded 4.5 points for standing by Londrigan — which combined with their fifth and fourth on Sunday, was good enough for Tim Hahnke and his San Diego buddies to claim the inaugural championship. They deserved to win, too, as *Iceman* was the only boat to finish all five races in the top ten. We were naturally disappointed on *Sleigh Ride*, but heck, we had our chance and you have to commend *Iceman* for standing by another boat in distress. After all, that's in the best tradition of our sport!

Chuck Allen's *Zenda Flyer*, a hot-looking red boat out of Massachusetts, was third. Malcolm Parks reports that *Flyer* was wickedly fast upwind in a breeze, sailing like a 505 — jib trimmed in, main flogging and the hull staying very flat. Malcolm was pretty fast



GREG DORLAND

Getting their kicks on 'Route 66': from left, Rick Matthews, Greg Jampolsky, driver Malcolm Park and owner Allan Bray.

Consistency paid off for us on Nantucket *Sleigh Ride* as Oliver Collidge's new hull #44 scored 4,3,3 to lead after Saturday's racing. Porter and Melges actually had the best finishes, but were penalized 24 points for a PMS in race three. A tug towing a barge

into the final race with a 10-point lead. A 14th place in the spotty, dying breeze quickly cooled us off. Had we pulled it off, or not?



'Family Hour' finishing the Pumpkin Pursuit Race in costume. Inset, Kim Desenberg (third from left) and the winning crew of 'Eclipse'.

himself, sailing Allan Bray's new *Route 66* (guess which hull number they got?) in their first outing and placing sixth with consistent scores. The *Route 66* gang will hone their skills on San Francisco Bay for the next few weeks before taking off in January for Key West Race Week. Over 30 Melges 24s are expected at that Florida venue, making this potentially the biggest and best regatta yet.

— greg dorland

1) *Iceman*, Tim Hahnke, Carlsbad, CA, 22.5 points; 2) *Nantucket Sleigh Ride*, Greg Dorland, Portola Valley, CA, 26; 3) *Zenda Flyer*, Chuck Allen, Newport, RI, 26.75; 4) *Good Vibrations*, Brian Porter, Winnetka, IL, 29.5; 5) *Freddie Krueger's Day Off*, Joe Londrigan, San Diego, CA, 33.75; 6) *Route 66*, Allan Bray, Crystal Bay, NV, 37; 7) *Coyote Moon*, Larry Glickman, Chicago, IL, 38.75;

8) *Crusader Rabbit*, Scott Allan, Annapolis, MD, 41; 9) *Killer Rabbit*, Hunt Stookey, Southport, CT, 43; 10) *SJ*, John Shinto, Riverside, CT, 50. (22 boats)

Great Pumpkin Regatta

Richmond YC's Erotic Exotic Great Pumpkin packed 'em in on the weekend of October 30-31, both on the race course and for the Halloween costume party Saturday night. A total of 130 boats in 16 of the Bay's premiere one design fleets competed in two windy races on two courses off the Berkeley Circle on Saturday, followed the next day by a mellow pursuit race around Angel Island in either direction.

Counterclockwise was the way to go this year, though a third of the fleet missed the call. Kim Desenberg, sailing the *Hawkfarm Eclipse* with Fred Hoffman, John Diederich and Sue McArthur, hit all the corners just right to finish first in front of the RYC clubhouse by six boatlengths. "We were a

little surprised to win," admitted Kim. "We actually sailed the 'wrong' way for about ten minutes before deciding to go through the Strait first. It was quite a sight to look back and see all those spinnakers behind us!"

OUTER COURSE:

11:METRE — 1) *Ronstan*, Alistair Murray/Mike Ratiani; 2) *Susie Kates*, Priscilla Troy; 3) *The White Boat*, Hogan Beatie. (7 boats)

EXPRESS 37 — 1) *Melange*, Steve Chamberlin; 2) *Danville Express*, Andy Hall; 3) *Re-Quest*, Glenn Isaacson. (11 boats)

J/35 — 1) *Slithergadee*, John Niesley. (5 boats)

J/105 — 1) *Blackhawk*, Art Ball; 2) *Jest*, Jim Cascino. (6 boats)

WYLIE 34 — 1) *Echo*, George Kiskaddon; 2) *Cheyenne*, James Fryer. (6 boats)

OLSON 30 — 1) *White Knuckles*, Dan Benjamin; 2) *Family Hour*, Bilafer Family. (5 boats)

EXPRESS 27 — 1) *Moonlight*, Carl Schumacher; 2) *New Wave*, Buzz Blackett. (19 boats)

MELGES 24 — 1) *Carbonated*, Hans Williams. (4 boats)

INNER COURSE:

WABBIT — 1) *Kwazy*, Colin Moore; 2) *Mr. Bill*, Bill Partridge; 3) *Contingent*, Jerry Keefe. (9 boats)

MOORE 24 — 1) *Mercedes*, Joel Verutti; 2) *#48*, Dave Hodges; 3) *Hot Rod Lincoln*, Charles Witcher. (8 boats)

OLSON 25 — 1) *Barking Dog*, Jeffrey Kroeber; 2) *Vivace*, Bill Riess. (5 boats)

HAWKFARM — 1) *El Gavilan*, Jocelyn Nash; 2) *Eclipse*, Kim Desenberg. (6 boats)

J/24 — 1) *We Eat Veal*, Al Sargent; 2) *Tom Does It Too*, Dobroth/Weintraut; 3) *Small Flying Patio Furniture*, Tom & Melissa Purdy. (17 boats)

MERIT 25 — 1) *Twilight Zone*, Paul Kamen; 2) *Fudge Factor*, Steve Wright; 3) *Double Agent*, Ron Landmann. (8 boats)

CAL 2-27 — 1) *Con Carino*, Gary Albright; 2) *Alliance*, Foster/Conley. (5 boats)

SANTANA 22 — 1) *Soliton*, Mark Lowry; 2) *Shazam!*, Bud Sandkulla; 3) *Go Dog Go*, Bill Charron. (9 boats)

PURSUIT RACE:

1) *Eclipse*, Hawkfarm, Kim Desenberg; 2) *Carbonated*, Melges 24, Hans Williams; 3) *Slithergadee*, J/35, John Niesley; 4) *Sebastiani Vineyards*, 11:Metre, John Sweeney; 5) *Susie Kate's*, 11:Metre, Priscilla Troy; 6) *Spindrift V*, Express 37, Larry & Lynn Wright; 7) *Tulawemia*, Wylie Wabbit, Mark Harpainter; 8) *Moonlight*, Express 27, John Franklin/Carl Schumacher; 9) *Kwazy*, Wylie Wabbit, Colin Moore; 10) *Ronstan*, 11:Metre, Alistair Murray/Mike Ratiani. (85 boats)

BYC/MYCO Midwinters

The weekend of November 13-14 was one of contrasts for the first Berkeley/

LATITUDE/ROB

RACING SHEET

Metropolitan Midwinter Series. Saturday was a beautiful day on the Berkeley Circle, featuring light and shifty westerlies that did a good job of shuffling fleet standings. A total of 124 boats enjoyed the benign conditions. Especially impressive were the Express 27 and J/24 fleets, fielding 21 and 24 boats respectively.

On Sunday, things turned ugly. A cold front moved through the night before, leaving behind sunny skies and a brisk 30-knot northerly with puffs to 40. Many boats never got off their trailers or untied from their docks. Only 55 boats actually showed up, of which 10 DNFed. Three of those lost masts: Tony Pohl's Melges 24 *Batteries Not Included*, Tim Descamps' Express 27 *Mirage* and Terry Cobb's Catalina 22 *Slithey Tove*. Pohl's insurance company must be ready to write "mast not included" on his policy — it's the second busted rig in under three months for the brand new boat.

Hopefully, the weather will be more civilized when the fleet reconvenes on December 11-12.

SATURDAY, 11/13:

DIV. A (0-117) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Punk Dolphin**, Wylie Sleaze Dog 39, Jonathan Livingston; 3) **Rascal**, Wilderness 30 SX, Pat Brown. (6 boats)

DIV. A-2 (120-132) — 1) **Takeoff**, Laser 28, Greg & Ron Byrne; 2) **Blue Max**, Dehler 34, Jim Freeland. (5 boats)

DIV. B (135-195) — 1) **No Big Thing**, Wavelength 24, Charles Hess; 2) **Nighthawk**, Hwakfarm, John Siegel; 3) **Barking Dog**, Olson 25, Jeffrey Kroeber. (8 boats)

DIV. D (207-up) — 1) **Jubilee**, Ariel, Don Morrison; 2) **Madman X H20**, Tuna 20, Steve Katzman; 3) **Thumper**, Wilderness 21, Erich & Maggie Bauer. (11 boats)

11:METRE — 1) **Rosebud**, Seadon Wijsen; 2) **Team Sebastiani**, John Sweeney; 3) **White Boat**, Mik Beatie. (8 boats)

MELGES 24 — 1) **Route 66**, Allen Bray; 2) **Snowman**, Unknown; 3) **Carbonated**, Hans Williams. (6 boats)

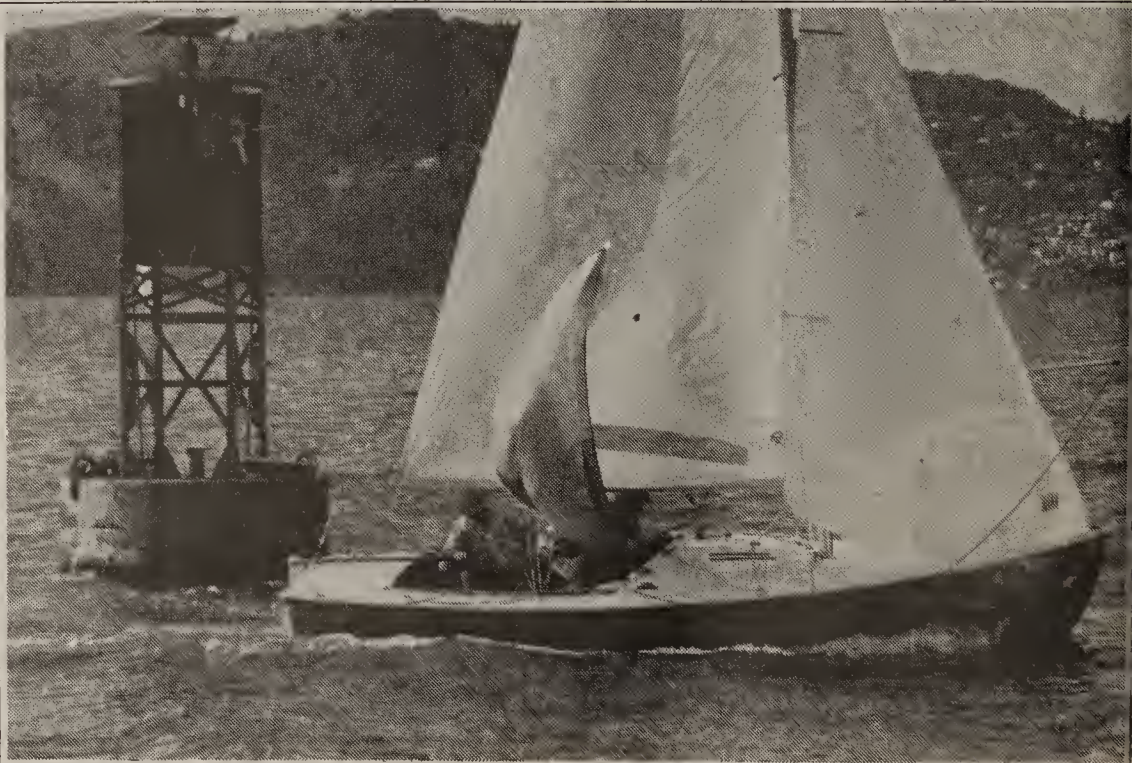
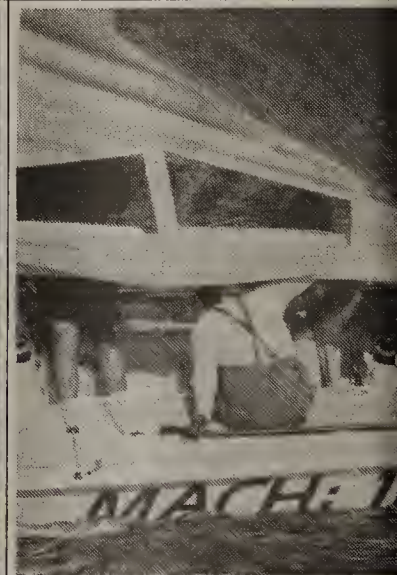
OLSON 30 — 1) **Liquid Gait**, Jack Easterday; 2) **Saint Anne**, Dick & Bruce Heckman; 3) **Killer Rabbit**, Bill Coverdale. (7 boats)

EXPRESS 27 — 1) **Jalapeno**, John Stewart; 2) **Frog in French**, Kame Richards; 3) **Summer Palace**, Bart Harris; 4) **Meeta!**, Stephen Wondolleck; 5) **New Wave**, Buzz Blackett. (21 boats)

MOORE 24 — 1) **Cookie Jar**, Steve Seal; 2) **Mercedes**, Joel Verutti; 3) **Hot Rod Lincoln**, Charles Witcher. (9 boats)

J/24 — 1) **Snow Job**, Brian Goepfrich; 2) **Renaissance**, B. Melmon/S. Easom; 3) **Physical Therapy**, Chris Moeller; 4) **We Eat Veal**, Branagh/Sargent; 5) **Wonder Woman**, Dines/Kennelly/Pugh. (24 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen; 2) **Chesapeake**, Jim Fair; 3) **Redline**, Gerald McNutt.



(6 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Mintaka**, Gerry Brown; 3) **Mariner**, Bruce Darby. (8 boats)

CATALINA 27 — 1) **Catalyst**, Ed Durbin; 2) **White Satin**, Steve Rienhart; 3) **Lost Miner**, Gary Hausler. (6 boats)

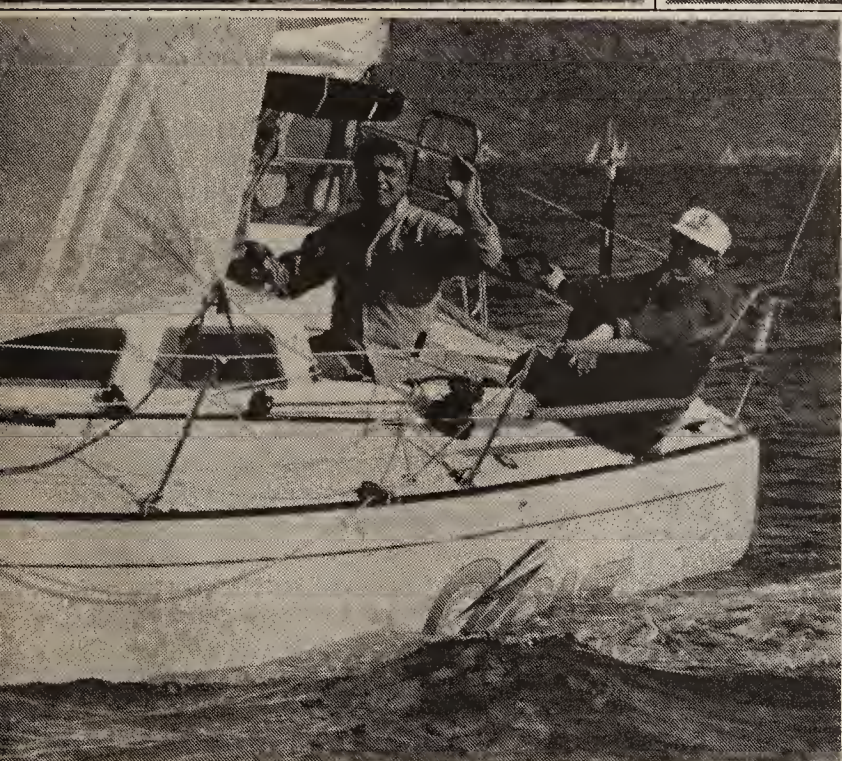
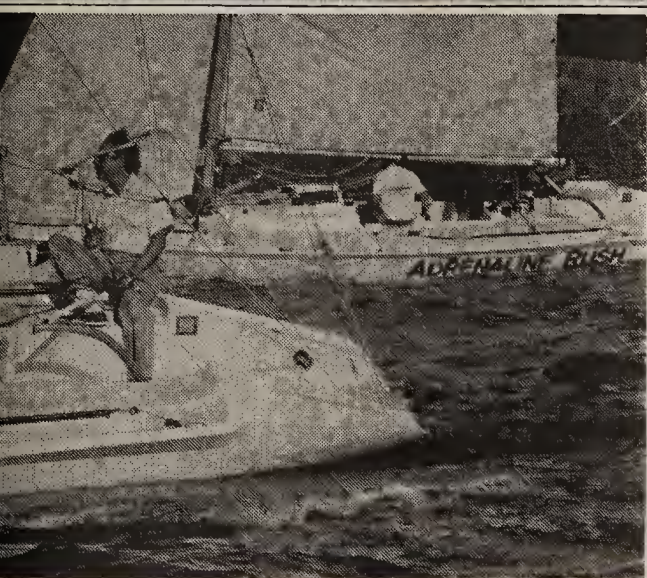
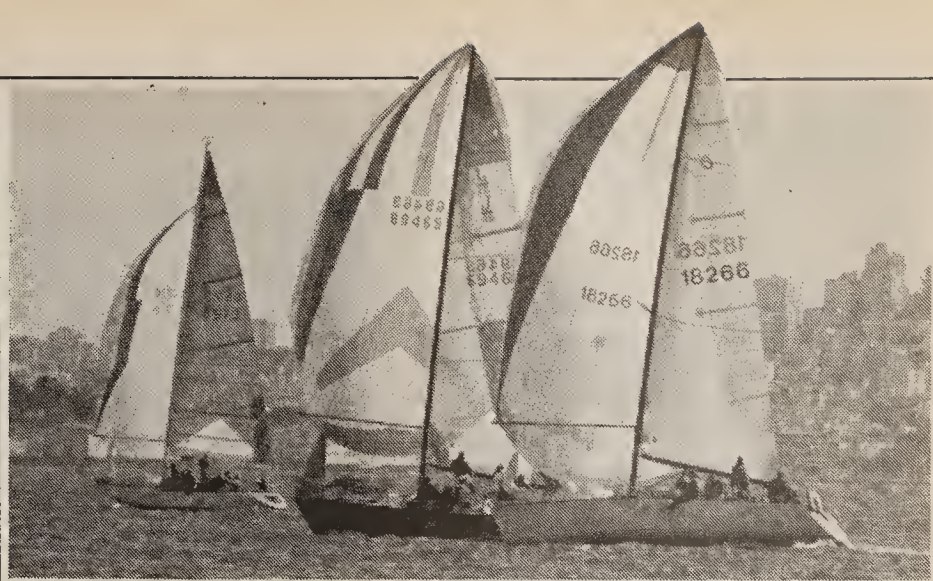
SUNDAY, 11/14:

DIV. I (0-132) — 1) **Special Edition**, Wilderness

30, Eric Sultan; 2) **Rascal**, Wilderness 30 SX, Pat Brown; 3) **Namu II**, Cal 39, Iztok Marjanovic. (7 boats)

DIV. II (135-195) — 1) **Antares**, Islander 30 Mk. II, Larry Telford; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Double Agent**, Merit 25, Ron Landmann. (10 boats)

DIV. III (198-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Temptation**, Cal 2-27, Rollye Wiskerson; 3) **Photon**, Chris & Allen Jackson. (6



Scenes from the light air San Francisco YC Midwinters. All photos 'Latitude'/rob and jr.

boats)

DIV. IV (207-up) — 1) **Madman X H20**, Tuna 20, Steve Katzman; 2) **Nirvana**, Santana 22, Neville Throckmorton. (4 boats)

OLSON 30 — 1) **Family Hour**, Mike Bilafer; 2) **Corsair**, Don Newman. (5 boats)

EXPRESS 27 — 1) **Light'n Up**, Gary Clifford; 2) **Moonlight**, John Franklin/Carl Schumacher. (5 boats)

WABBIT — 1) **Contingent**, Jerry Keefe; 2) **Tulawemia**, Mark Harpainter; 3) **Too Busy**, Aimee Hess. (6 boats)

OLSON 25 — 1) **Picante**, Ev Lester. (3 boats)
J/24 — 1) **Phantom**, John Gulliford. (3 boats)
INTERNATIONAL FOLKBOAT — 1) **Elska**, Ian Nadel. (3 boats)

San Francisco YC Fall Series

An eclectic fleet of everything from the jumbo trimaran *Aotea* down to *Amante*, a diminutive Rhodes 19, sailed in the first weekend of San Francisco YC's Fall Series on November 20-21. In between these two extremes were only 33 other boats — a smaller fleet than SFYC regularly turns out for its members-only Around the Islands Race. Where was everybody?

THE RACING

Though the turnout was less than expected, the weather was typical for this time of year. A light northerly blew just hard enough to propel the fleet around two different 7½-mile courses each day. Greg Dorland's unnamed Melges 24 was the top performer of the weekend, taking double bullets in Division II. "In flat water at a 108 rating, that boat is impossible to beat," claimed regatta chairman Randy Ferguson, who came in second to Dorland with his Etchells *Blue Ribbon*. (Then again, some would argue that the Etchells' rating of 126 is also pretty plump!)

Cumulative results after the first two races follow. The series concludes with two more races on December 18-19.

MULTIHULL — 1) (tie) *Aotea*, Antrim 40, Peter Hogg, and *Indigo*, Dragonfly, Mike Taylor. (2 boats)

11:METRE — 1) *Sebastiani Vineyards*, John Sweeney, 2.75 points; 2) *Susie Kate's*, Priscilla Troy, 4.75; 3) *Allegre*, John McCallister, 6. (5 boats)

DIV. I (0-100) — 1) *Ringmaster*, Express 37, Leigh Brite, 3.75 points; 2) (tie) *Fever*, J/35, Barry Danieli and *National Biscuit*, Schumacher 35, Colin Case, 7; 4) *Kingfish*, SC 40, John Kerslake, 10.75; 5) *Ozone*, Olson 34, Carl Bauer, 11. (11 boats)

DIV. II (101-169) — 1) *No Name*, Melges 24, Greg Dorland, 1.5 points; 2) *Blue Ribbon*, Etchells, Waters/Ferguson, 4; 3) *Barking Dog*, Olson 25, Jeffrey Kroeber, 6; 4) *AWB*, J/24, George Peck, 8; 5) (tie) *In the Bag*, J/29, Dave Wadbrook and *Fire Drill*, Tartan Ten, T. Lambert, 11. (12 boats)

DIV. III (170-above) — 1) *Amante*, Rhodes 19, Kirk Smith, 9.75 points; 2) *Ruckus*, Newport 30 Mk. I, Paul von Wiedenfield, 11; 3) *Dulcinea*, Coronado 27, John Slivka, 12. (5 boats)

for later in the evening.

The spinnaker boats sailed a 10.4-mile course, while the non-nylon set was sent on a 7.8-miler. In the strong winds, the racing was over quickly, allowing the assembled masses to get down to the real business at hand — to celebrate Halloween under the full moon. Around 200 costumed people chowed down on a steak and chicken BBQ, and later were treated to the sounds of the dubiously named band Raw Sewage, featuring TYC's Harry Blake (*Hot Flash*) on sax. "The place looked like the bar scene in *Star Wars*," claimed race chairman (and Spinnaker Division winner) Ken Anderson.

SPINNAKER — 1) *Outta Sight*, Laser 28, Ken Andersen; 2) *Tappo Piccolo*, Cal 20, Val Clayton; 3) *Moonshadow*, Wylie 31, Stan Behrens; 4) *Preparation J*, J/30, Jerry Tostenson; 5) *Frenzy*, Moore 24, Lon Woodrum; 6) *Hurricane Gulch*, C&C 33, Dick Selmeier; 7) *Ozone*, Olson 34, Carl Bauer; 8) *Sunshine*, Moore 24, Stan Martin; 9) *Wind Dance*, Cal 2-27, Fred Solero; 10) *Roller Coaster*, J/30, Mike Hauser. (14 boats)

NON-SPINNAKER — 1) *Giggleswick*, Beneteau 38, Brian Hall; 2) *Vision*, Cal 48, Joe Starritt; 3) *Nighthawk*, Cal 3-30, Annie Wells; 4) *Splash*, Cal 2-27, Don Walder; 5) *Irish Misty*, Unknown, Paul Henricks; 6) *Anonymous*, Islander 30, Ed Perkins; 7) *Breezin*, Cal 2-27, Gerry Fults; 8) *Don Wan*, Santana 28, Don Kunstler; 9) *Paper Doll*, Newport 30, Bob McLean; 10) *Shenanigan*, Islander 36, Mike Fitz-Gerald. (22 boats)

Golden Gate YC Midwinters

Eighty-nine boats showed up on time for the first GGYC Midwinters on November 6,



light northerly: start / Blackaller / Harding / Yellow Bluff / Gashouse Cove / finish. The 5.68-miler for everyone else was a less interesting 'double sausage' on the Cityfront.

Bullseye sported the best elapsed time among the big boats — 1 hour, 18 minutes — but fell to fourth on corrected time. Last year's overall winner of the Seaweed Soup Trophy, Scott Easom's 3DL-outfitted *Bondi Tram*, picked up where it left off with another bullet in Division I. Meanwhile, Al Sargent's capriciously named J/24 *We Eat Veal* posted the best elapsed time among the smaller boats, claiming Division V in the process.

As opposed to last year, the Golden Gate YC's clubhouse is now fully functional. For the December 4 race, the club will be serving brunch from 10 a.m. until noon (first gun is at 12:30), then lunch by the upstairs windows (perfect for watching the race), and then free *hors d'oeuvres* and a no-host bar after the race. "Come enjoy our beautiful new facility," encourages race chairman Ed Welch.

DIV. I (0-71) — 1) *Bondi Tram*, Frers 41, Scott Easom; 2) *High Risk*, Smith 43, Jim Mizell; 3) *Leading Lady*, Peterson 40, Bob Klein; 4) *Bullseye*, N/M 43, Bob Garvie; 5) *Coyote*, Beneteau 40, UC Berkeley. (15 boats)

DIV. II (72-75) — 1) *Jarlen*, J/35, Bob Bloom; 2) *Equanimity*, J/35, Randy Paul; 3) *Sally Ann*, Express 37, Michael Franchetti; 4) *Re-Quest*, Express 37, Glenn Isaacson; 5) *Spirit*, Express 37, Andy Rothman. (16 boats)

DIV. III (76-116) — 1) *Wild Flower*, Santana 35,



Red Rock Regatta

Tiburon YC's zany Red Rock Regatta, the PHRF sailors' alternative to Richmond YC's concurrent Great Pumpkin Regatta, saw 38 boats hit the starting line on Saturday, October 30. With windspeeds of 15-18 knots at the start and approximately 25 at the finish, most racers saved their costumes

Spinnaker division start of the Red Rock Regatta. The party afterwards was apparently just as wild as the racing.

only to mill around waiting for the breeze. You could hear the cheers across the bay when the postponement flag finally came down 1½ hours later. The first four divisions then sailed an unusual 7.22-mile course in a



'Merit Cup', one of three Farr clipper-bowed ketch-rigged maxis in the Whitbread, is currently running second in class to 'NZ Endeavour'.

Art Mowry; 2) **Expeditious**, Express 34, Bartz Schneider; 3) **National Biscuit**, Schumacher 35, Colin Case; 4) **Yucca**, 8 Meter, Hank Easom; 5) **Take Five**, Santana 35, Lauren & Paul Sinz. (16 boats)

DIV. IV (117-140) — 1) **Blazer**, J/29, Mike Lambert; 2) **Advantage II**, J/29, Pat Benedict; 3) **Numerator**, Fast 345, Daryl Lance; 4) **In the Bag**, J/29, Kevin Bagg; 5) **Harp**, Catalina 38, Mike Mannix. (8 boats)

DIV. V (141-197) — 1) **We Eat Veal**, J/24, Al Sargent; 2) **War 2**, Schumacher 26, Roger Peter; 3) **Hecate**, IOD, Dennis Jermaine; 4) **Hot Flash**, J/30, George Kokalis; 5) **Barking Dog**, Olson 25, Jeffrey Kroeber. (14 boats)

DIV. VI (198) — 1) **Crazy Jane**, Thunderbird, Doug Carroll; 2) **Flyer**, Knarr, Chris Kelly; 3) **Whistler**, Knarr, Scott Wollaston; 4) **Lord Nelson**, Knarr, John Jenkins; 5) **Aquavit**, Knarr, Ray Palmer. (12 boats)

DIV. VII (199-up) — 1) **Dulcinea**, Coronado 27, John Slivka; 2) **Shazam!**, Santana 22, Bud Sandkulla; 3) **Esea Rider**, Santana 22, Joe Schmidt; 4) **Neblina**, Cal 28, Neil Mosher/Hans Carter; 5) **Nirvana**, Santana 22, Neville Throckmorton. (9 boats)

Santa Cruz YC Midwinters

"It was your standard Santa Cruz mid-winter fare," claimed regatta chairman Mike Evans. "Heavy on sunshine, light on wind."

Twenty-four boats showed up on Saturday, November 20, for the first two races of

the '93-94 SCYC midwinter series. After an hour and ten minute postponement, a wimpy 3-5 knot westerly crept in, allowing two short 1.4-mile windward/leeward contests to be sailed. The racing was tight ("good screaming at the bottom mark!"), but *Animal House* and *Great Pumpkin* nevertheless managed to double-bullet their divisions.

DIV. A (0-135) — 1) **Animal House**, Olson 30, Akrop/Lezin, 1.5 points; 2) **Kabala**, Olson 30, Jay Bennett, 4; 3) **Hanalei Express**, SC 27, Sturgeon/Schuyler, 8; 4) (tie) **Bullet**, Olson 30, Mike Gross, and **Flying Squirrel**, SC 33, Jack Gordon, 9. (13 boats)

DIV. B (136-up) — 1) **Great Pumpkin**, Moore 24, Jim Maloney, 1.5 points; 2) **Moorgasm**, Moore 24, Hank Niles, 5; 3) **Snafu U**, Moore 24, Conerly/Berryman, 8; 4) (tie) **Chaos**, Capri 25, Mr. Shockky, and **Cadenza**, Moore 24, Bruce Donald. (11 boats)

Whitbread Update

Leg Two of the Whitbread Race, the brutal 7,558 mile passage from Punta del Este to Fremantle, got underway on November 13. The 14-boat fleet is now well into the Southern Ocean, with Grant Dalton's maxi *New Zealand Endeavour* holding a 10-mile lead over three other big boats and ten W-60s. As we went to press, a trio of 60s — *Tokio*, *Intrum Justitia* and *Galicia 93 Pescanova* — were nipping at Dalton's heels and could pass him if the fleet encounters the expected heavy air running conditions.

As opposed to the beginning of Leg One, the start and first two weeks of this leg have been relatively uneventful. Ken Hara, the bowman on Chris Dickson's *Tokio*, managed

to fall overboard during a chute peel one afternoon, but was easily retrieved within six minutes. *Endeavour*'s bowman, Spike Watson, also went for an unscheduled swim — at the end of the spinnaker pole when the boat rolled to windward in 30-knot winds, dragging him underwater for nearly a minute before the crew could winch the pole up. After spending the next half hour fixing something aloft as the boat screamed along at 20 knots, Watson was rewarded with the helm — and promptly pegged the speedo at 28.4 knots, *Endeavour*'s top speed to date.

During a stretch of 30-35 knot winds, six boats surpassed *Yamaha's* Leg One 24-hour run of 343.7 miles. *Intrum Justitia* presently holds the high score in the Omega 24-Hour Challenge with 375.2 miles, though the record will surely be upped again before the leg is over. *Justitia*, which led the fleet away from Punta del Este, is under new management: Lawrie Smith, who started the race with the ill-fated maxi *Fortuna*, was brought in to replace skipper Roger Nilson, who was forced to retire due to a knee injury.

A much bigger shock was the shake-up aboard the all-female *US Women's Challenge*. Skipper Nance Frank dropped out of the race in Punta, citing financial problems — though rumors of a crew mutiny during Leg One may have had just as much to do with her decision to retire. Amidst a flurry of bad will and threatened lawsuits, *US Women's Challenge* was repossessed by its owners and turned over to *Maiden Whitbread* vet Dawn Riley, who brought in three new crew as part of the deal. Renamed *Women's Challenge*, the new line-up makes the boat a much stronger prospect than before.

The leaders are expected to arrive in Fremantle on or about December 11 or 12. Tune in next month for all the gory details.

Jack Frost Series

Encinal YC's first of five Jack Frost races was held on Saturday, November 20. It drew 109 starters, of which all but two finished. After an hour postponement (the crash boat charged with setting the marks died at the dock), the race began in a 3-6 knot northeasterly under sunny skies. Divisions A-D sailed a 6.8-mile course, while E-I were sent on a 5.75-miler.

Making their one design debut in the series were Wylie 34s, Olson 25s and Moore 24s. "Other than the postponement and the usual problems trying to score IMS, things actually went pretty smoothly," claimed race chairman John Boyd.

IMS — results pending. (4 boats)

CLASS B-I (66-95) — 1) **Bodacious**, Farr 40, Tosse/Clauser; 2) **Mystical Creampuffs**, Beneteau

THE RACING

45, John Linneman; 3) **Radical 7**, J/33, Randy Broman. (8 boats)

CLASS B-II (96-114) — 1) **Novia**, Cal 39, John Webb; 2) **Bloom County**, Mancebo 31, The Ondrys; 3) **Marrakesh**, Express 34, Brad Bini. (7 boats)

WYLIE 34 — 1) **Friction Factor**, Will Paxton; 2) **Mad Hatter**, Fisher/Hickman. (5 boats)

J/105 — 1) **Slither**, John Niesley; 2) **Limelight**, Harry Blake. (4 boats)

CLASS D (115-132) — 1) **Been There Done That**, J/80, Dave Furbush; 2) **Takeoff**, Laser 28, J.R. Byrne; 3) **Top Secret**, SC 27, Bruington/Syad. (10 boats)

OLSON 25 — 1) **Siva**, Gal Bar-Or. (3 boats)

MOORE 24 — 1) **Sassy Mama**, Karin & John Selbach; 2) **Tailchaser**, Emily Hogan. (5 boats)

CLASS E (133-159) — 1) **Screamer**, Capo 30 mod., Dick Horn; 2) **Esprit Victorieux**, Beneteau 305, Joseph Melino; 3) **Chili!**, Santana 30/30, Michael Maurier. (10 boats)

CLASS F (160-180) — 1) **Grand Slam**, Cal 29, Fred Minning; 2) **Freewind**, Cal 9.2, Don & Betty Lessley; 3) **Snow Goose**, Santana 30, Ted Mattson. (9 boats)

CATALINA 30 — 1) **Mona Too**, David Halaby; 2) **Fat Cat**, Seth Bailey; 3) **Outrageous**, Ken Speer. (7 boats)

SANTANA 22 — 1) **Shazam!**, Bud Sandkulla; 2) **White Lightning**, Bill Charron; 3) **Go Dog Go**, Bill Vanderslice. (10 boats)

CLASS H-1 (198-254) — 1) **Jubilee**, Ariel, Don Morrison; 2) **White Satin**, Catalina 27, Steve Rienhart; 3) **Alien Nation**, Thunderbird, Jim Glosli. (8 boats)

CHALLENGER — 1) **Shay**, Dean Briggs; 2) **Runaround Sue**, James Van Blarigan. (5 boats)



LATITUDE/ROB

23s 'defecting' back to the Cruising Club's midwinters and the Singlehanders' decision to 'boycott' this series in favor of the upcoming Corinthian YC Midwinters instead. On the bright side, SYC 'stole' the Bears away from SCC this year.

In glorious conditions — sunny skies and a moderate southwesterly — the fleet zipped over to the Blackaller Buoy and back on a 5.7-mile course. Sam Hock's J/105 **Jose Cuervo** found the mostly reaching race to their liking, taking first blood among the big boats.

SPINNAKER (0-160) — 1) **Jose Cuervo**, J/105,

'Bravura', seen here at the '92 Kenwood Cup, now belongs to Cal Berkeley. The students will begin racing it as soon as they get a PHRF rating.

boats)

NON-SPINNAKER (0-170) — 1) **Windwalker**, Islander 36, Shoenhair/Gilliom; 2) **Sabra**, WylieCat 39, Michael Katz; 3) **Lone Ranger**, Ranger 33, Hodgson/Melin. (8 boats)

NON-SPINNAKER (170-up) — 1) **No Name Yet**, Newport 30 Mk. II, Myles Cagney; 2) **Amanda**, Newport 30 Mk. II, Pat Broderick; 3) **Roeboat**, Catalina 30, Rod Decker. (8 boats)

SSS — 1) **George**, Olson 25, Craig Douglas; 2) **Fall Line**, Olson 911SE, Jim Kent. (4 boats)

BEAR — 1) **Chance**, Glen Treser; 2) **Bandersnatch**, D. & D. Crowe. (5 boats)

Sausalito Cruising Club Midwinters

Twenty-eight boats braved gusts up to 28 knots during Sausalito Cruising Club's first midwinter race on October 30. In the blustery summer-like conditions, the fleet scurried around the short courses (6.7 miles for the first two classes and 5.8 miles for the rest) in a little over an hour.

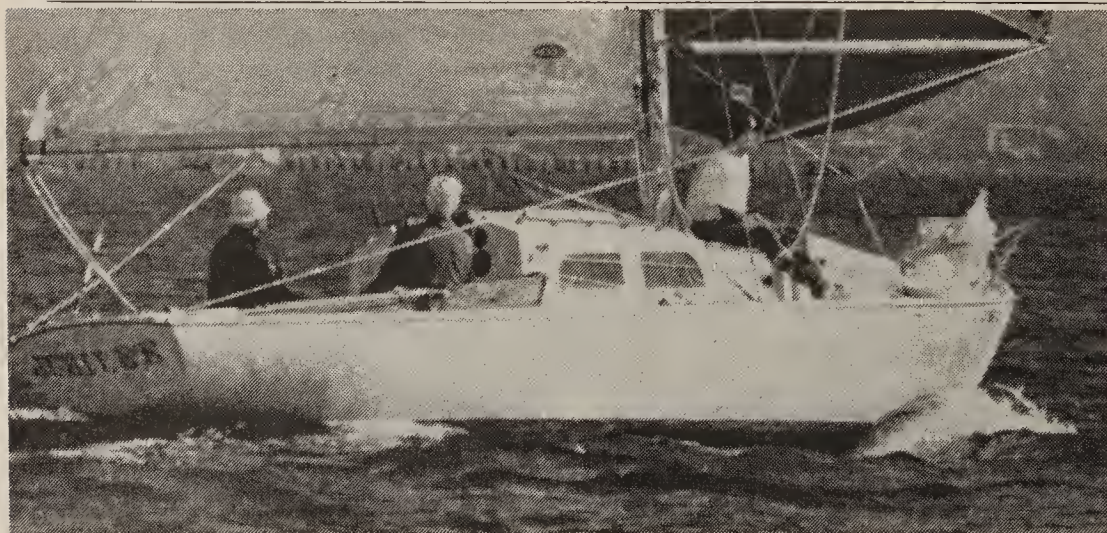
No one enjoyed the sunny afternoon more than Pat Broderick, who returned to the race course with his Newport 30 Mk. II **Amanda** after countless years of faithful race committee service. "Actually, I probably would have enjoyed it more if I hadn't started four minutes late," admitted Pat.

MULTIHULL — 1) **Pegasus**, F-27, Andrew Pitcairn. (3 boats)

SPINNAKER — 1) **Perezoso**, Excalibur 26, Denny Sargent; 2) **Hot Flash**, J/30, George Kokalis. (5 boats)

NON-SPINNAKER (under 200) — 1) **Bear**, J/30, John Milward; 2) **Fall Line**, Olson 911SE, Jim Kent; 3) **Lone Star**, Serendipity 43, Team Reed. (8 boats)

NON-SPINNAKER (over 200) — 1) **Galante**, Folkboat, Otto Schreier; 2) **Volker**, Folkboat, Team



LATITUDE/ROB

Don Morrison's 30-year-old Ariel 'Jubilee' took a bullet in the first BYC/MYCO Midwinters. Has any boat on the Bay won more races?

Sam Hock; 2) **Absolute 88**, Wylie 37, Keith MacBeth; 3) **Razzberries**, Olson 34, Bruce & Lina Nesbit. (7 boats)

SPINNAKER (160-up) — 1) **Perezoso**, Excalibur 26, Davis/Nehms; 2) **Trey Shay**, Catalina 30, John Jacobs; 3) **Challenge**, Islander 28, Jones/Schoen. (11

CLASS I (non-spinnaker) — 1) **Rojo Grande**, Ericson 38, Albert/Hopkins; 2) **Chiquita B**, C&C 33, Peter Williamson; 3) **Redline**, J/35, Bill Fawns. (11 boats)

Sausalito YC Midwinters

A total of 43 boats turned up for the first of five races in the Sausalito YC's Midwinter Series on Sunday, November 7. The turnout was down from last year, hurt by the Ranger

Jeal; 3) **Tackful**, Santana 22, Cathy Stieroff. (8 boats)
RANGER 23 — 1) **Zephyr**, Erica Mattson; 2)
Impossible, Gary Kneeland. (4 boats)

Race Notes

An 'electrifying' season: John Oldham's *Electra* captured the **1993 J/24 Fleet 17 Summer Series** by a wide margin. This is the 'hardball circuit' for J/24s, much more meaningful than their ill-attended ODCA counterpart. The racing consisted of six regattas (Memorial Day, Ballena Bay, Albert Simpson, Fear & Loathing, NOOD, SFYC One Design) with 6 throwouts in 28 races. The year's 'high five' were: 1) *Electra*, 133 points; 2) *Wonder Woman*, Dines/Kennely/Pugh, 233; 3) *Small Flying Patio Furniture*, Melissa Purdy, 244; 4) *Grinder*, Jeff Littfin, 295; 5) *Fly United*, Wijssen/Oliver. (32 boats)

Check out this clever pitch for Oakland YC's recently announced new midwinter series: "The **Oakland YC Brunch Series** is the only civilized and geographically correct midwinter series ever offered to the East Bay Sailing community. It is dedicated to those sane individuals who will change the concept of midwinter racing from pain and suffering to one of family and crew fun, gastronomical and social decadence, and domino playing when there's no wind or too much wind." The series begins on January 9; call the Oakland YC at (510) 522-6868 for details.

Santa Cruz news: Eight of the 13 eligible winners of various Santa Cruz regattas (One Design, SCORE or Midwinters) sailed in SCYC's **Champion of Champions Race** on November 6. Doug Kirk port-tacked the fleet at the start with his Olson 30 *Stray Cat* and walked away with the race. Finishing a distant second was Jim Maloney's Moore 24 *Great Pumpkin*, followed by Gary Evan's SC 27 *Good Timin'*. . . Jack Halterman won the **Jester Dinghy** fleet's windy Halloween Regatta over a 33-boat fleet, the biggest turnout in years. There were three dismastings, one near-sinking and an untold number of collisions, none serious as a Jester's top-end speed is a lowly three knots ("the scariest three knots in sailing," according to Jester lore). . . The Fall **SCORE** overall results were as follows: 'A' Fleet — 1) *Terminator*, 6.5 points; 2) *Stray Cat*, 11.75; 3) *Daisy*, 14. (11 boats). 'B' Fleet — 1) *Duet*, 19 points; 2) *Prince Charming*, 19.75; 3) *Hanalei Express*, 23.75. (10 boats)

Grand prix circuit: Number two ranked match sailor in the world **Peter Gilmour** beat Ed Baird, currently ranked number three, in Japan's **Nippon Cup** to take home

\$20,000. Gilmour won the finals 2-1 in Yamaha 26s. Next up on the Omega Grand Prix Match Racing Circuit is the Steinlager-Logan Cup in New Zealand at the end of November. . . **Irv Loube** recently donated another boat to Cal Berkeley, his alma mater. This time the Nautical Bears received his beautiful (and lightly used) Farr Two Tonner *Bravura*, along with its trailer. . . Rumors are flying that **Bill Koch** is about to jump back into the America's Cup game, this time backing **Dawn Riley** as skipper of a coed crew. . .

Tuna alert: Frank Siroky of Santa Rosa, a man who freely admits to "having too much time on my hands and a dearth of good sense" is endeavoring to reorganize the Northern California **Santana 20** fleet.

in learning more about these fun — and now really cheap — little go-carts.

Reorganizing on a grander scale are Southern California's Fabulous 50s, who now go by the name **California Fifties Fleet**. According to fleet captain Dave Dillehay (*Aldora*), 20 boats have joined so far (three Andrews 56s, two SC 52s, an Excel 53, *Cantata*, etc.) and the new association is being supported by the likes of Alan Andrews, Bill Lee, Dennis Choate and other marine industry heavies. The Fifties, who as a group are fed up with the SoCal PHRF system, are working on a variation of IMS which will allow older style boats such as SC 50s to compete fairly within the group. It'll be interesting to see if the California Fifties can evolve into a viable independent class, essentially following in the footsteps of the ULDB 70 class.

Best in the country! The **San Francisco NOOD Regatta**, sponsored by IBM and

1994 PACIFIC CUP EARLY ENTRIES

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Hailing Port</u>
DOUBLEHANDED			
<i>Presto</i>	B-25	Todd Willsie	Seattle
<i>Chimera</i>	Express 27	Kevin Garnier	San Pedro
<i>Mas Rapido</i>	Olson 30	Peter Cullun	Marina del Rey
<i>Prima</i>	Olson 30	Mark Scharoun	Hermosa Beach
<i>Vorticity</i>	Olson 30	George Austin	Kirkland, WA
<i>Still Crazy</i>	Olson 30	John Church & Ron Corbin	Seattle
<i>Night Watch</i>	Moody 425	Jerry Knecht	San Anselmo
<i>Calypso</i>	Taswell 43	David Fullager	Los Gatos
<i>No Name Yet</i>	C&C 44	Robert Dyas	Kirkland, WA
PCR			
<i>Water-Pik</i>	Newport 30	Robert Nance	Sacramento
<i>Shadow Fax</i>	Valiant 32	Bob Maddison	Mill Valley
<i>Aquila</i>	Ranger 33	Michael Lindsey	Seattle
<i>Radical Sheik</i>	J/33	Harry Allen & Randy Broman	Mill Valley
<i>Panacea</i>	Ericson 35	Bruce Thompson-Bowers	San Diego
<i>Wind Chaser</i>	Ericson 35 MkIII	Dick & Patti Cranor	Hayward
<i>Melange</i>	Express 37	Steve & Susan Chamberlin	Oakland
<i>Silver Sea Star</i>	Jeanneau 37	DeWayne Enyeart	Olympia, WA
<i>Moonshadow</i>	HC 46	James Westveer	Issaquah, WA
<i>Swan</i>	Newport 40	Charles Roberts	San Leandro
<i>Different Worlds</i>	Valiant 40	Debbie & Albert Farner	Fairfield
<i>Bodacious</i>	Farr 40	John Clauser	San Francisco
<i>Out 'n About</i>	Farr 1220	Hawaii Women's YRA	Honolulu
<i>Brisa</i>	Brewer 43	R. David Skillings	El Cerrito
<i>Andiano III</i>	HC 43	Susan Kerr	Seattle
<i>Adiamo</i>	Explorer 45	Gina Thompson	Corvallis, OR
<i>Acabar</i>	Jeanneau 45	Jean-Yves Lendoray/Acabar, Marine	San Francisco
<i>Tin Man</i>	Barnett 46	Ned Flohr	Seattle
<i>Razzmatazz</i>	Swan 46	Dennis Robbins	San Francisco
<i>Prophecy III</i>	Puvieux 47	Richard Spademan	Sacramento
<i>Dolphin Dance</i>	SC 50	David Sallows	Santa Clara
<i>Mystic</i>	Mason 56	Leif & Kathleen Andersson	Monterey
<i>Cock Robin</i>	Alden 61	Fowler, Irvine, Tuhus & Richardson	Alameda
<i>Rage</i>	Sunrise 70	Steve Rander	Portland
<i>Magic Carpet</i>	Custom 42	Nancy Rander	Portland

Frank's got a tentative Lake Circuit schedule in mind for next year, and is eager to help people buy/sell/use their Tuna 20s. "What would it take to get you to come out of the woodwork?" he asks rhetorically. Call him at (707) 538-8538 (home) if you're interested

Sailing World, received US Sailing's annual One Design Regatta Award for excellence in development, promotion and management. Now in its fourth year, the three-day, five-race event attracted 139 boats, an increase of 33% over the preceding year. This is the

THE RACING SHEET

second time a NOOD regatta has been thusly honored — their Newport site won in 1990. Congratulations to *Sailing World*, St. Francis YC and everyone who worked hard to make this such a great regatta!

Our friends at ***Sailing World*** have an even bigger reason to celebrate these days: They've just entered a "strategic alliance" with US Sailing to "promote and serve the sport of sailing." Beginning in January, they'll publish ***American Sailor***, US Sailing's monthly magazine, as a 20-page insert appearing 10 times a year in *Sailing World*. All of the 28,000 members of US Sailing will now receive *Sailing World*, which skyrockets their subscription base. It's a win/win deal from the looks of it.

Public service announcement: On the subject of US Sailing, Area G (that's us) has been without a representative since Lynda Corrado resigned in October. **Tom Allen**, our local US Sailing vice president, would obviously like to find a replacement in a hurry. Please call him at (415) 474-7474 to volunteer yourself or suggest someone else.

Long live the King! **John 'The King' DeLaura** took the ULDB 70 season championship for the second time in four years with his well-travelled SC 70 ***Silver Bullet***.



LATITUDE/ROB

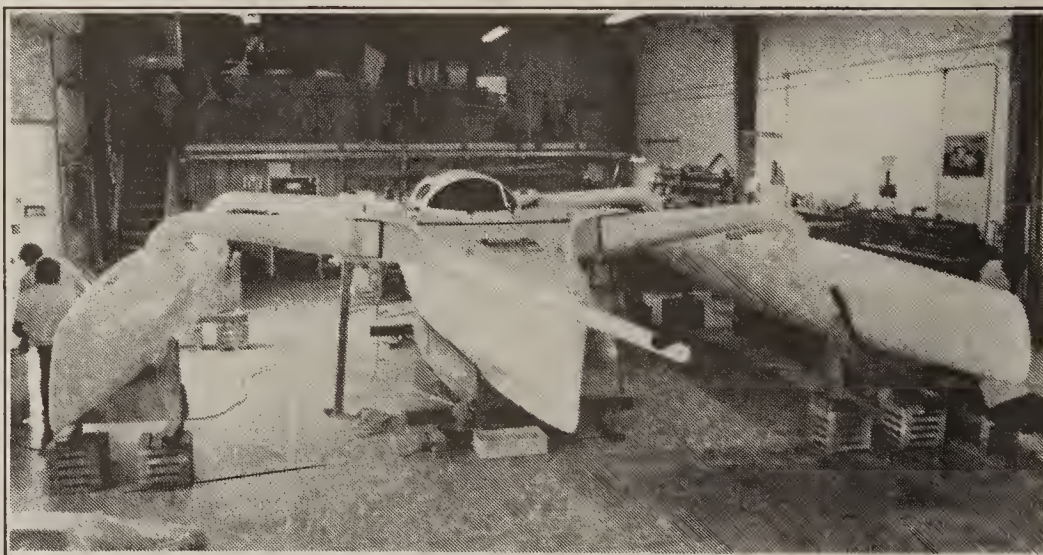
John DeLaura was all smiles after capturing his second ULDB 70 season championship.

After taking 1992 off, the *Bullet* opened with a shaky sixth place finish in the PV Race. From there, they caught fire, dominating the middle part of the season, including winning

the TransPac. But the boat couldn't buy a break in the Trimble Coastal Race or the Watts Trophy, setting up a tense showdown with *Evolution* in the recent season-ending Cabo Race. DeLaura and his predominately Bay Area henchmen pulled it off, taking the season by a scant 2 points — as opposed to their 15-point rout of the fleet in 1989. The top sleds in '93 were: 1) *Silver Bullet*, 76 points; 2) *Evolution*, 74; 3) *Pyewacket*, 66; 4) *Victoria*, 66; 5) *Holua*, 63; 6) *Orient Express*, 56; 7) *Grand Illusion*, 47; 8) *Mongoose*, 43. (18 boats)

Simply irresistible, indeed: We continue to hear good things about the ***Vanguard 15***, most recently from John Kostecki, who just sailed them down at the Bitter End YC in Virgin Gorda. Vanguard, the Rhode Island manufacturer, recently sent 16 of these non-spinny, non-trapeze rocketships out to the Bay Area on spec — six are currently leased (with options to buy) and ten are available for short or long term charter. There are six regattas planned between now and March on the Bay; your next chance to check out this new fleet is on December 11-12 at St. Francis YC. Call fleet captain Steve Kirkpatrick at (415) 221-5207 for more info.

THE ANTRIM 30+



Created by Jim Antrim, Naval Architect, who melds the intellect of the engineer, the eye of the artist and the soul of the poet. Physically crafted by Ron Moore, the Ace boat builder, superb laminator and star of the Santa Cruz school of boat building.

Safety Grace Beauty Power Performance Speed

ALAMEDA MULTIHULLS
(510) 523-8718
FAX (510) 523-4019

We are taking orders now!
Give us a call, FAST!

BALLENGER SPAR SYSTEMS, INC.

- Custom Racing and Cruising Spars
- Mast Kits
- M24, O25, O30, SC27, E27, Santana 35, Mercury, Daysailer, Thistle, and more, in stock
- Navtec Rod Rigging
- Discounts on Halyards, Standing Rigging, Deck Hardware, Furlers, Navtec Integral Cylinders
- Mast Parts: Goosenecks, Sheaves, Spreaders, etc.
- Expert Design and Consultation Services
- Over 20 Years Experience
- Bay Area Pickup and Delivery Available

Ballenger Spar Systems, Inc.
 1053A 17th Ave.
 Santa Cruz, CA 95062
 (408) 462-2890
 Fax (408) 462-2124

RECUTS AND REPAIRS

Winterize your sails now...

but don't have your sails repaired by just anyone with a pair of scissors.

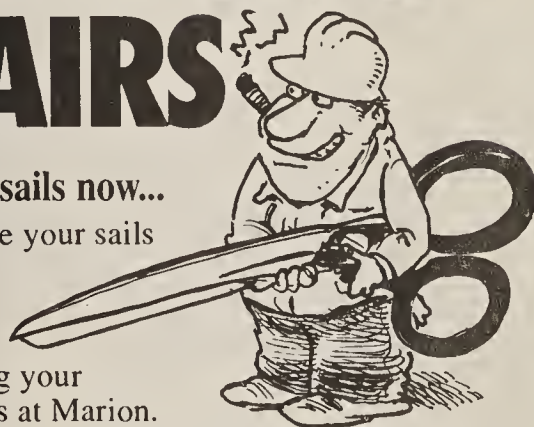
Instead, bring your sails to the experts at Marion.

The right recut or repair can give your sails new life.

From minor stitching to batten conversions and roller furling, we have the materials, equipment, and experience to assure you of prompt and professional service.

For a free quote and fast turn around, just call Dick Pino or Bill Colombo.

(510) 523-9411 Fax (510) 523-9433



SAILS BY MARION: Sails, Recuts, Repairs

Loft: Alameda Marina, 2035 Clement Avenue, Alameda CA 94501

Mail: P.O. Box 4014-281, Alameda, CA 94501

PENINSULA MARINE SERVICES

FACTORY AUTHORIZED DEALER FOR:



Universal
GAS & DIESEL



Call us
about the
Smallest
Marine
Generator
Available



aquadrive



We would like to take this opportunity to extend a very Merry Christmas and a Happy and Prosperous New Year and a BIG "Thank You" to all our customers and friends past and present for their support.

(415) 366-2636
PHONE

(415) 366-1938
FAX

639 Bair Island Road, Suite 8, Redwood City, CA 94063

Rigging Specialists

We are experts at solving your rigging & deck layout problems.

Complete Chandlery

Large, in-stock selection of fittings, fasteners, hardware and marine supplies. Fast, personalized service on special orders.



Call Rich Weirick
Richmond Yacht Service

351 Brickyard Cove Rd. Point Richmond
 Phone: (510) 234-6959
 Fax: (510) 236-7242

CHANGES

With reports this month on the pros and cons of moving up to a **bigger boat**; good times in PV with the **Banderas Bay YC**; last summer's **Darwin to Ambon Race**; tips on transiting **Central America**; the Corenmans' further adventures in the **South Pacific**; reflections on a passage to **Columbia**; a plug for **Debbie of Bahia San Francisquito**; starting a circumnavigation aboard the new, improved **Valiant 40**; and last, but far from least, **cruise notes**.

Beau Soleil — Dickerson 41 Mike, Karen and Falcon Riley Big Boat Versus Little Boat (Coronado)

We're now in Key West rebuilding our cruising funds after a great leg down to the Panama Canal and an even better leg back up to Florida. The San Blas Islands, of course, were well worth a return visit as were Cartageña, the north coast of Jamaica and the Grand Caymans.

It's been different sailing a 41-foot semi-crab crusher after sleek little *Tola*, the Columbia 24 on which I did my circumnavigation. The most noticeable differences are the way *Beau* stands up to her canvas and the comfort and space of a larger boat. What we miss most is the ease of handling a smaller boat — those big sails are a lot harder to tack! This has led to our new theory that big boats should have little sails, but lots of them. Indeed, we like our ketch

in medium breezes. As for the mizzen staysail, it adds two knots of boat speed on a reach!

We expected that cruising on such a large boat would be much more expensive than our old 24-footer, but to our surprise we find that it costs the same. It's been \$100 per person and \$100 for the boat per month — plus hauling out expenses. That's the same as we spent during our multi-year circumnavigation aboard our 24-footer.

With the new boat, we now have to buy diesel, but we save on sail repair, inventory and ulcers. Parts for bigger boats certainly cost more, but we save by having enough storage space to purchase provisions in bulk. We still only go out to eat twice a month, but that's a matter of choice as our cooking is better than found in 95% of the restaurants. We don't sail on the 'rice-only' plan, but what's the point in spending a bundle on lousy food? Our advice to cruisers with a last \$100 to spend before casting off? Take cooking lessons!

We also don't follow the beaten path regarding certain boat products, systems and maintenance. Inexpensive Thompson's Water Seal, for example, makes our teak decks glow. Our pressurized water system was chucked because it wasted water and because foot pumps work much better. Mildew retardant additive is our newest bottom paint, and we find Ed Dwigan's varnish — available at Walmart and Target — to be as good as Captain's. Golf cart batteries work better than any others, and we even made a new oil cooler out of an air conditioner heat exchanger.

Future plans are for us to sail south and west. Karen wants to return to New Guinea to complete her circumnavigation. We're hoping to do a 'Nalu IV' and take along crew who can contribute to expenses. If you want to come, write us at Box 1864, Key West, FL 33041.

Speaking of *Nalu IV* and the Jessies, we love our ProFurl roller furling for daysailing, mostly because it keeps the jib away from the anchor mud. But the roller furling system is a hassle while passage-making because we can't tweak the trim on a roller furling sail as well as a hanked-on sail. We wouldn't spend the money on furling again.



P.S. Our two cents worth on the matter is that the Great Barrier Reef is the greatest — not for the diving, but for the people, islands, rivers and fishing. For clear water our vote is a tie between Cocos-Keeling, the Marshalls, and Grand Cayman. Our funniest time on the Barrier Reef was a night dive at Lizard Island to watch the coral spawn. There was so much sperm and eggs in the water that we couldn't even see our hands in front of our face. There's a lot of life on the Reef!

— mike, karen and falcon 11/2/93

Readers — We don't normally make recommendations, but if anybody is looking for a graduate course in the joys of thrifty and resourceful cruising, we can't imagine a better school than the University of Beau Soleil.

**Banderas Bay Yacht Club
Dinghy Fun
Nuevo Vallarta
(Canada, The States, Mexico)**

Not so many years ago the United States was the Land of the Free and the Home of



LATITUDE 38/RICHARD

Thrifty cruisers alert: You can feast aboard your own boat for a fraction of what it costs for a lousy meal ashore.

rig much better than *Tola's* cutter rig. The mizzen comes in handy in both light and heavy winds, although we don't use it much



BOTH PHOTOS JAN KELTER



Members of the Banderas Bay YC having a giggle. Americans are better liked and respected in foreign countries than in their homeland.

the Brave. Now we've become the land of the bickering, litigious, guilt-trippers. Everybody is so grossly offended by everybody else that we're all lining up on either the Oprah Donahue Geraldo Show or in federal court to instruct the masses of fixated viewers about every last real or imagined detail. And not coincidentally, to make a fistful of dollars.

The ironic thing is that when you go to less developed countries, where there is real poverty, where there is little hope, you find that people are happier and less pissed off with one another. God save them from becoming developed!

Is the contentiousness a problem inherent with being an American, or is it part of the virulent interpersonal climate that's been brewing in the States over the last few years? We suggest that it's the former — and offer the above two photographs as evidence.

The spread shot is of a bunch of American and Canadian members of the

Banderas Bay YC that is based in the dilapidated Nuevo Vallarta Marina just a few miles north of Puerto Vallarta. The date is October 9, heart of the hurricane season. But rather than being grim about the possibility of a cyclonic storm or quarreling with one another, these cruisers are engaged in the childlike buffoonery of a hand-powered dinghy race.

Check out the smile on point man, who is the skipper of *Sea Mint*. When was the last time you saw a photo of a middle-aged white guy in America with such a happy, healthy grin on his face? Probably the late '50s.

No, we Americans aren't f--ked up individually, we're screwed up collectively as a result of the irresponsibility epidemic and explosion of blame-shifting that's infected the country.

As for the blindfolded guy in the inset photo, he's not some political hostage or about to be shot for his pocket change. No, he's just part of a blindfolded dinghy race in which he's guided by a unseen assistant in the bow. Just more of the nonsense that's missing from most of our led-in-America-lives.

According to Jan Ketler of *Justus II*, a 42-

foot Alameda-based trawler (and honorary sailboat), all of the 20 or 30 people who participated in the dinghy races had lots of laughs and consumed plenty of hot dogs and beer. Good on ya!

Ketler reports that the Banderas Bay YC, which was only formed in April of this year, had 115 Mexican, American and Canadian members as of October. They are currently looking for permanent quarters in the Nuevo Vallarta area. The club is dedicated "to helping cruisers enjoy their visit to Banderas Bay, with a full program of racing, fishing and social events".

If you're soon to be arriving in the Puerto Vallarta area, simply announce your presence on Channel 22. Club members assure us that someone will respond and will be delighted to help answer any questions you might have about the area or local procedures. Who knows, you might even find yourself swept up in a little buffoonery?

— latitude 11/15/93

The Darwin To Ambon Race Barrie Sepping Oz & Indonesia (Northern California)

"May the 17th Darwin-Ambon Yacht Race Give Sustenance and Meaning to the Spirit of Our Environment Year 1993". So read the banner hanging over the pile of collected garbage smoldering on the beach at



BERRIE SEPPING

The locals were out in force ready to give 'sustenance' to the finishers of the Darwin to Ambon Race-Rally.

Amahusu, a small and normally quiet village along the bay from Ambon, the capital of Indonesia's Molucca Islands. Perhaps you

CHANGES

can tell, juxtapositions are my hobby.

As the famed Spice Islands, the Moluccas have been the center of shipping and trade for centuries. As such, they've been fought over at various times by the Dutch, English, Portuguese, Japanese, Australians and Americans. Even the Indonesians, who absorbed the Moluccas into their nation while establishing an Independent Republic in 1945, got into the act.

Although it may not actually be true, it's generally believed that cruising permits for Indonesia are difficult and expensive to obtain. You hear that it takes six months time, acres of paperwork, and at least \$300 U.S. to get one. This accounts for some of the popularity of the annual Darwin to Ambon Race. The \$500 (Aust.) entry fee ensures your permit will be waiting for you in Ambon. The race committee deals with the Indonesian bureaucracy and the Darwin Sailing Club provides a few services to help prepare for an extended cruise through the archipelago's 1,300 or so islands: duty free fuel, vaccinations, produce markets and a pre-race party in a typically 'Oz' style.

The yachts in this year's fleet consisted of Australian boats arriving from the Queensland Coast via the *Over the Top* race series, a brace of international cruisers representing eight countries, a contingent of West Australian boats, and even a few entries representing Ambon.

Port Darwin is a large town with all amenities. It's somewhat spread out, however, as fears of cyclones prevented the construction of many multi-story buildings. The Sailing Club has moorings only, as the



The citizens of Darwin have the highest beer consumption per capita in the world — and they are visibly proud of the distinction. And they often pursue that vice in the company of one another. One main street pub, for example, offers lunchtime strip shows every day of the working week. Since there's only one road into town — and out, for that matter — it's hard to miss.

But there's more to Darwin than beer and boobs. Shoppers at the Thursday night markets on Mindle Beach pause to enjoy the setting of the sun. Listening to jazz under the stars is a popular way to spend Sunday evenings. And yes, French pastries and Italian espresso can be found in the mall.

Darwin is also the base from which many tours leave for Katherine George, Arnhem Land Aboriginal Territory and Kakadu National Park, which is home to spectacular

Count those lifejackets! Ambonians may not be big time yachtsmen, but they enjoy putting on a party and doing some business.

15 to 20 knots of wind, and a Aussie warship as the starting boat. Those of us aboard Mark Walsh's van de Stadt 34 *Windchaser* had a fantastic view of the fleet charging across the starting line and directly at us. We were 30 minutes late, you see, the delay caused by a jammed mainsail.

As a result of hard-charging, we regained a mid-fleet position by nightfall. We had no choice but to maintain that position for the next two nights, as we were utterly becalmed beneath a full moon on the glassy surface of the Arafura Sea. It sounds like a mystical experience — and was for the first 30 or 40 hours. After two days, however, all mystical feelings had been replaced by a sense of desperation to get a move on.

The skippers of many boats became so desperate that they switched on their 'iron spinnakers' and joined the rally division. Total engine hours were to be reported by each boat at the conclusion of the race. The accuracy of some of the reported engine hours later came under intense barroom scrutiny, where it was concluded that truth had gone out of style.

Those of us who continued to race drifted past sea snakes, turtles, dolphins and giant jellyfish. Actually they may have drifted past us, but at least they kept us entertained. Being circled by sharks for an hour had us wishing to be elsewhere, but eventually the southeasterly trades kicked in and swept us past Damar Island — still smoking despite the all the health warnings — and into the Bandu Sea.

The bulk of the fleet took five or six days

I REMEMBER!

"I leave for Sydney, Australia, in November to join Duncan McQueen and Chuck Mace aboard *Thistle*," writes Doris Mace of Morro Bay. "In my luggage will be 12 copies of *Latitude*. While we're back in Morro Bay after seven years of cruising aboard *Liberty*, I remember how wonderful it was to receive a copy of *Latitude* when in some distant part of the world."

As much as we at *Latitude* would like to be able to distribute in the far reaches of the cruising world, it's prohibitively expensive. Thus the only real '*Latitude* lifeline' is formed when someone, usually a cruiser returning to his boat or a friend flying out to visit friends who are cruising, is willing to pack 10 or 20 copies in their luggage. If you're headed to a distant port to visit cruising friends, won't you consider taking some *Latitudes* along? You'll not only be bringing a lot of joy to those 'out there', you're sure to be rewarded with at least a cold beer or two and the promising potential of several new friendships.

huge tidal range makes berths impractical. To find a pen, you must cruise around the other side of the bay to Fisherman's Wharf and a place called the Duck Pond. That's where the local prawn trawlers are moored.

bird-life, giant crocodiles and take-away pizza.

For my money, Darwin is a good place to get out of.

July 31, race day, dawned with sunshine,



BARRIE SEPPING

to complete the 600 miles between Darwin and Ambon, which made this year's race one of the slowest in the event's 17-year history. We had to tack endlessly into the light and variable winds of Ambon Harbor — race committees create these sadistic finishes on purpose, don't they? — before we could cross the finish line at 0200. Having flaked the sails and coiled the lines, we were poised to engage the engine when the voice of race control crackled out of the ether: "Windchaser, you have passed to the east of the finish mark. You must re-cross the finish line."

The battery in the finish line beacon was nearing the end of its operational life, consequently the light had been strobing at a rate of one cycle every two or three months — and took us almost as long to locate. Thus it was a tired and emotional crew aboard *Windchaser* that finally finished at 0237. Welcome to Ambon.

As it transpired, the racing division was won by a Farr 38 *Zanzibar*, crewed by a bunch of Darwin High School students. Cruising division honors went to the S&S 34 *Star Rider*, a boat that competed without the aid of GPS, wind instruments or a log. She'd been in the water for 23 years, too. The largest boat in the fleet was the square-rigger *One and All*, on loan from the South Australian Government. The smallest was a Hood 23 sailed by a Darwin resident, who apparently sails with the fleet every year despite the fact he's too small to be an official entry.

Later on the morning of our arrival, we awoke next to Chinese dragon boat races, traditional dances, pole-climbing, *becak* races, *Perahu* regattas, crazy bamboo rituals,

cheering crowds, the incessant beat of tribal drums. Ah, the vibrant colors, the smell of cloves . . . the seven-hour wait for Customs to clear us in! It wasn't pleasant watching the customs officials buzz around in their runabout as the sun beat down on our tired bodies like a hammer, the food supplies were exhausted save for beer and breakfast cereal, and all of us were anxious to join the partying ashore.

Several days later, I became dimly aware that the party had lasted longer than I. Sleep became an inconvenient necessity, for the villagers of Amahusu had gone out of their way to impress. The streets were lined with flags, the children sang a tireless chorus of "Hello Mister", the beach was lined with bamboo huts serving food & beer, exchanging money, arranging laundry and playing very loud music — until the break of dawn.

The city of Ambon is a giant scalextric track of public minibuses, private mopeds and problematic *becaks*, the three-wheeled taxi-bicycles which should only be hired if you have mastered the Indonesian phrase for, "Please don't get me killed".

The waterfront markets are Asia in a microcosm: big, noisy, fast, colorful and overwhelming. Everything you need and most of what you never would is for sale. Deep within the maze of stalls at the edge of the harbor, for example, were two pristine billiard tables, the center of the universe for the boys who work and live in the markets.

After a week in Amahusu, the fleet began moving out. At that time I moved aboard *Bones VIII*, Bill & Diana Chapman's Swan 47. After leaving Stockton last March, *Bones* cruised the South Pacific Islands, New Zealand and Australia. Bill and Diana aim to be in the Med by May of next year.

Re-provisioned, we set sail on the 12th, heading 300 miles west across the Bandu Sea, bound for the Buton Passage on the southeast tip of Sulawesi. This is a land inhabited by the infamous Bugis — seafarers and slave traders from time immemorial. Shielded by Buton Island, the passage is an 80-mile channel of deep, calm water, beautiful anchorages, coconut plantations, tiny villages and vegetation ranging from lush jungle to arid scrub.

The crowd had begun to dissipate in this area, as many boats hot-footed it around to the Makassar Regatta at Ujang Pandang, the

COURTESY BONES VIII



The much-liked Bill and Diana Chapman of Stockton, enjoying the 'hard yards' in Indonesia aboard 'Bones VIII'.

capital of Sulawesi. The *Bones* crew, however, had become rather fond of their return to the cruising lifestyle, taking, for example, five nights to meander down the strait. Snorkeling, beachcombing, trading with the locals, cocktails at sunset — these were the hard yards.

From here, most cruisers plan to head westward, through the islands of Flores, Komodo (home of the giant monitor lizards), Lombok, Bali, Java and Sumatra, then to Singapore and beyond. The islands of Indonesia are positioned in such a way as to provide easy overnight downwind hops through mostly calm seas, warm weather, clear water, plentiful anchorages, friendly locals, abundant food and amazing vistas. Bill Chapman, summing up for the defense, said, "Another shitty day in paradise."

— barrie 10/93

Mirage — Knight & Carver Custom Ed and Bev Nelson Tips On Transiting Central America (Sacramento)

We're presently in Cartagena, Colombia, but we find ourselves giving information and advice to cruisers bound for the Canal and north to the States. So, I decided to offer some advice that might prove useful to cruisers southbound from Mexico during the upcoming cruising season.

Our transit across the dreaded Gulf of Tehuantepec began at Huatulco on March 25, prompted by the forecast of a favorable 24-hour weather window by Port Control at Salina Cruz. These forecasts are being provided as a result of a one-year experiment by the University of Mexico. Port Control answers VHF channel 16 and 06, and SSB (8.792.8 rx and 8.242.8 tx). If

CHANGES

requested, an English-speaking person will respond.

The forecast was accurate, and was in fact, extended to 48 hours. Our transit — we opted for the 'one foot on the beach' strategy — was calm and uneventful. Hopefully, this weather forecast experiment will be allowed to continue or become permanent. In any event, we strongly recommend that all cruisers avail themselves of this information.

As we continued southeast in the company of five or six other cruising vessels, we pondered what to do to avoid Papagayos. Prior to leaving La Union, El Salvador, members of the navy were adamant in their advice that we stay at least 12 miles clear of the Nicaraguan coast. This proved to be poor counsel, as we and the other boats that went offshore had 45 knot winds all down the coast to just north of Playa del Coco, Costa Rica. The three vessels that decided to ignore the advice and hug the Nicaraguan coast fare much better, sailing in relatively light winds.

An article appeared in the March — I think — issue of *Cruising World* that warned of dire consequences should recreational vessels venture inside the territorial waters of Nicaragua. I don't know how or why this fear was generated, but we found it to be absolutely unfounded. All the vessels in our group, no matter if they were inshore or offshore, were approached by Nicaraguan gunboats. A smile and a wave or radio identification was the accepted response. At no time were we intimidated. In fact, three of the vessels in our groups made unannounced calls at Corinto, Nicaragua — and had a wonderful time! They were welcomed, treated courteously and encouraged to stay as long as they wished.

Other articles have warned, in general, of dangers to be encountered along the Central American coastline. We experienced none! We all thoroughly enjoyed the ports and anchorages we visited. Perhaps this hype has been generated by the very real political and military strife that most of the Central American countries have experienced in recent years. I think the picture has changed. In my opinion, there is no reason to avoid the Central American coast. Vessels in our group visited all of these countries, and some made inland excursions. I would not hesitate to visit any port or anchorage on this coast.

To end on a positive note, Eagle's Roost Marina at Golfito, Costa Rica, is now open for business. Developed and operated by



Bob and Diane Hampton, the marina offers amenities such as water, power, a dockside fuel hook-up, and 12 strong, clean docks suitable for medium-sized cruising boats.

The Hamptons are extremely cordial and accommodating, and seem to be able to find any services cruisers may require — including electricians and diesel mechanics. Slip rates for more than a few days are negotiable. We found this small marina an oasis between Acapulco and Panama. The Hamptons can be reached at P.O. Box 124, Golfito, Costa Rica, or by telephoning 506 75 08 38.

— ed and bev 10/1/93

Heart of Gold Jim and Sue Corenman The South Pacific (Alameda)

Rarotonga is a neat little island. The locals are lovely Polynesians who speak Cook Islands Maori as well as Kiwi, the latter being close enough to English for us to use for communication. In the Societies we quit bothering to say "Hi" or even "Bonjour" to folks on the street. Here, you can't get 10 feet without a smile, a "Good morning" or a "G'day". It's real nice!

Fritz Warren, Joanne Livingston and friends at the San Blas Islands, one of the great, unspoiled cruising grounds. See 'Cruise Notes'.

But it was the prices that really sent us into a shock after French Polynesia. A pleasant shock! A 20 kilo bag of oranges, for example, was just \$10 NZ. For those who need help with the math, that's 800 pesos per kilo, about the same as Puerto Vallarta, or 13 cents U.S. a pound. The local steakhouse offers a steak and an all-you-can-eat salad bar for about \$5 U.S.

In terms of staples, Steinlager beer is available for about \$5 U.S. a six-pack, and the locally brewed and very tasty Cook's Lager is about \$1.50 U.S. for the handy 750 ml bottles. Fancy imports are more; \$12 U.S. for a six-pack of Heineken or Bud long-necks. Kiwi box wine, unfortunately, falls a little short of French box wine in terms of drinkability, but its solvent value is just as good.

The harbor at Raro is small, but certainly adequate. There have been a lot of stories about the place, mostly of the horror variety, but we thought it was just fine. There is a long wharf along the east side, long enough for two small freighters, a big ocean tug, and a good-sized barge. The depths are 15-20 feet, and yachts tie stern-to the seawall across the back.



COURTESY TRULY FAIR

of the German boat *Atlantis* was aboard his boat and really saved our cookies by jumping on *Heart of Gold*, slacking the anchor line and getting some fenders between the barge and our rail. We got off light with some scrapes along the sheer.

We wandered back to discover the barge hanging precariously in mid-harbor, with quite a crowd waiting to see what these guys would try next. We jumped into our dink and went charging over, demanding that they fix our yacht immediately if not sooner.

"You got any tanks?" the tug skipper replied.

"What?"

"You know, dive tanks," he responded. "I got a bloody line around my prop and we can't do anything until we get the bloody thing off!"

"Well, yes, we do have tanks but . . . well, okay, what the heck, we'll give it a try." After spending an hour underwater, parting a 3-inch hawser with a hacksaw and unwrapping it from around their 8-foot prop, they took off without even a, "Thanks, Mate". Bloody assholes!

We were in Rarotonga for the Constitution Day festivities, a 10-day celebration similar to the fête celebrations in Bora Bora and Papeete. There were dancing, rugby and netball competitions, dancing, traditional cooking (and eating) demonstrations, more dancing, parades, speeches, dancing, etc. Cook Island dancing is similar to the Tahitian dancing that we saw, but even more animated, and quite a bit more creative and expressive. The locals also snickered a lot at random points in the presentations, and we're not at all sure the stories told through the dance were suitable for kids.

There were dance troupes in town from all of the outer islands, and various groups were performing in the morning at the marketplace, at noon in the plaza at the Cultural Center, in the evenings at the National Auditorium, and at various clubs around town. We had a ball, watching knees and hips until our eyes glazed over.

The only real problem we had in Raro was checking out, and that's just because we let ourselves be lulled into a state of complacency by the place. Officials are still officials, however, and except for the two days they took off altogether, they were only working half-days during Constitution Week.

In order to leave on Saturday, we had to check out Friday — and still pay overtime for them to deliver the papers Saturday morning. Does anyone know where this Don't-Leave-On-Friday business got started? It is a real nuisance, and a lot of people don't pay it any attention — but we're not taking any chances what with the weird weather in the South Pacific this year!

We had a chance to chat with Stewart and Karen from *Gibbs III*, who piled their boat up on a reef that had gotten too close to them in the Tuamotus. They still aren't sure exactly what happened. They had a GPS that was visible from deck, and had passed a waypoint that they had set to take them down the center of the channel between two atolls on their way to Papeete. Stewart figures that either the GPS was off a bunch or a pile of current had gone against them. Whatever it was, it was pitch black out and they couldn't see anything until they hit. They didn't hit by much, just clipping the corner of the atoll, but it was still enough to

COURTESY HEART OF GOLD



Cook Island dancing is animated — and more creative and expressive than that of French Polynesia.

get them into the esteemed Wreckers and Sinkers Club of the United Kingdom. I wasn't properly impressed until Stewart started rattling off the long list of distinguished names that were also members, a veritable

The harbormaster said they've had as many as 15 boats in at one time, but somebody else said 26. We know there were over 20 yachts in the harbor at one point while we were there, and it was feeling distinctly full. The back corners apparently get a lot of surge on occasion, and the whole thing would be a problem in a strong northerly blow. Fortunately, such blows have been rare, even in this strange weather year. Harbor fees are in the \$4 U.S. per day range, and there's an exit fee of about \$12 U.S. per person.

We had a dramatic afternoon on Saturday, when we got back from the rugby games and discovered that the Cook Island registered tug *Raumanga* had attempted to depart with the barge after days of telling everybody "not today". They managed to bollix their departure completely. Tied to the wharf in the very back corner behind two other ships and next to the moored sailboats, they tried the old throw-off-all-the-lines-and-gas-it-quick trick. It worked fine for the first three seconds, but then they backed the tug up for a better angle. In the process, they sucked their tow hawser into the prop, snarling it completely.

The barge then drifted through the moored boats, and our *Heart of Gold* was unfortunately number two in line. The owner

CHANGES

Who's Who of British Yachting. It must be what they eat over there.

Stewart and Karen walked ashore unhurt. The locals were great, putting them up for the night, feeding them and giving them clothes. When they returned to their boat the next morning, they found the villagers had helped them "tidy up a bit". They no longer felt bad about accepting the gifts of clothing. "After all," said Stewart, "the locals were all wearing my stuff around town."

The *gendarmes* later told Stewart that theirs was the fourth boat to go up on the reefs in the Tuamotus this year, but they don't have any idea who the other three are, or if it's even true. Stewart and Karen are presently continuing their cruise as guests of David and Val on *Dutch Maid*, a Trintella 53 out of Ramsgate. Once they reach New Zealand, they hope to find a new boat and keep going, but they are also checking out some boats in *Latitude* by long distance.

Some months ago we reported that *Feisty Lady* went up on the reef outside the Papeete harbor. We're happy to report that

There seems to be just as many boats crashing into things as before GPS, so we're not sold on *Latitude's* advice to carry two of them. Having a GPS gives some people more confidence than they ought to have, and they wind up doing things that they wouldn't dream of doing otherwise. So where's the net benefit?

A better piece of advice might be to put the money toward a decent radar set and learning how to use it. Reefs aren't guaranteed to show up on radar, but they almost always do. We've learned that coconuts make terrific radar reflectors and thus palm trees show up great. Few atolls have coconuts all the way around, however, and correctly interpreting a radar display does take some practice. So while radar isn't perfect either, it's still a big help.

Our sail from Rarotonga to the Vava'u group in Tonga was another typical South Pacific '93 sail. For the first half, the wind was all over the map, culminating in a torrential downpour as we crossed a front near Beveridge Reef. It settled down a bit after that, and we stopped by to take a look at the anchorage at Niue. The wind was pretty far south and the open roadstead was pretty rolly, so it was off to Vava'u.

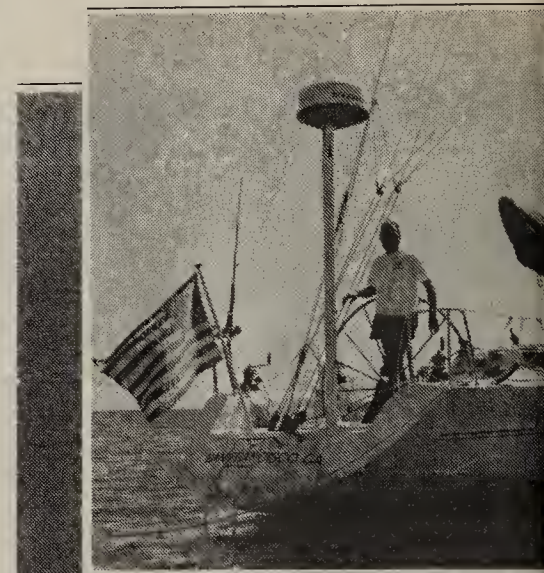
The Vava'u Islands are fantastic, sort of like the San Juans with palm trees. But as far as we can tell, it rains all the time here just like everywhere else. There are quite a few boats here from everywhere. A lot are from New Zealand, which makes sense, since this is their Mexico. There isn't as much in the markets in Vava'u as there was in Raro, but the basics are all there and prices are reasonable. The local baskets are beautiful, and quite reasonable, and the popular social activity is the famous Tongan Feast, of which there are a number each week put on by various villages.

You know that we hate to complain about the weather, but getting our sandals on over the webs is getting to be a problem.

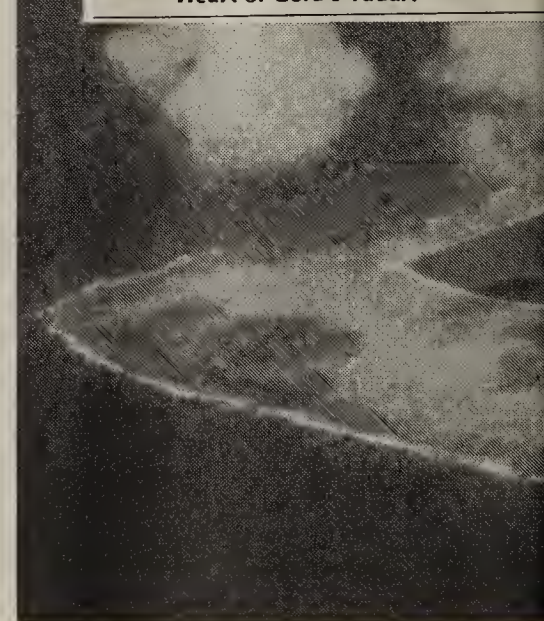
— jim and sue 9/22/93

Readers — We completely agree with the Corenmans that radar is right up there with GPS as a navigation aid. This is particularly true now that we've got a radar that tunes properly.

Even though there wasn't any fog during the Long Beach YC's recent cruiser's race from Long Beach to Cabo San Lucas, our radar was a terrific navigation tool. We used it almost to the exclusion of the GPS when,



'Heart of Gold's' radar.



in the black of night, we skirted the Benitos, round Cedros, and entered anchorages at Turtle Bay and Bahia Santa Maria. While it's true we could have done all of these things without a radar, we couldn't have done them with the same confidence and panache. If we were outfitting a boat, we'd certainly work the extra month or two to be able to afford a radar.

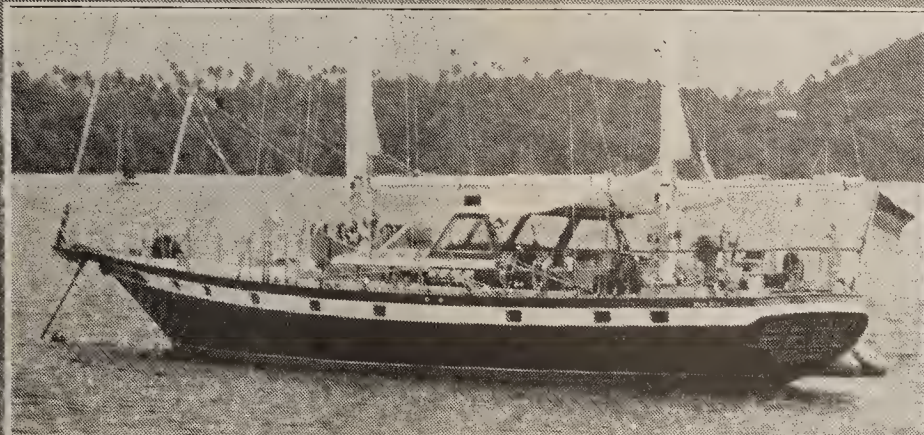
Nonetheless, we remain firm believers in backup GPS units. On that same trip to Cabo, our primary Star Pilot GPS would only work intermittently. We're 99% certain it was a result of us having fooled around with the antenna wiring. But what a pleasant luxury to be able to whip out the little handheld Garmin backup rather than have to climb the mizzen and wiggle wires in the middle of the night. With basic GPS units selling for under \$500, we think all but the most impoverished offshore cruisers ought to carry two.

Of course, traditionalists such as Peter Sutter, who has been out cruising *Wild Spirit* for about eight years, doesn't agree with us. "I hate to say it," Peter recently told us, "but I think everybody ought to carry three GPS units."



The chow part of Tonga feasts are carried in on 15 or 20-foot banana leaves dotted with a variety of tasty treats.

she was recently re-launched from a Papeete boatyard and is reported by her owner to be as strong as ever.



The multimillion dollar Jongert ketch 'Darius' dragged anchor and went up on a reef in the Tuamotus. A tug from Tahiti came out and — for \$36,000 — yanked her off. The 'yanking' probably did as much damage as the reef had.

ALL PHOTOS LATITUDE 38/RICHARD

The South Pacific is littered with low atolls and reefs. Despite aids such as GPS and radar, there remains no substitute for good seamanship.

**Grasshopper — Irwin 30
Sam Burns
Cartagena, Colombia
(Mountain View)**

Anyone contemplating an extended cruise aboard a yacht powered by an Atomic Four gas engine might be interested in what I have learned in the last year, during which time I put 445 hours on my 22-year-old A-4 while voyaging between San Francisco and Cartagena. My best advice is as follows: Unless you, the captain, have extensive experience repairing and tinkering with gasoline engines, and enjoy it enough to do it in 100° heat, stay home. Here's why:

First, unlike their diesel cousins, gas engines require carburation, spark production and control. Thus diagnosing a gas engine problem is considerably more difficult than figuring out why the barby isn't grilling the latest catch to perfection. And it's not good enough that your First Mate has the expertise; he'll probably jump ship just when you need him the most.

Secondly, nobody installs gas engines in

sailboats anymore. This means that even though you might not like to admit it, you've got a clunker.

If you choose to cruise with an A-4 anyway, I recommend you investigate the history of that engine at least as thoroughly as you investigated your spouse before you married her/him. I bought my antique Irwin 30 from a cousin whom I know to be a grease-under-the-fingernails, head-under-the-hood person like myself. And boat and crew — Don Martin of Vallejo — made a special stop at King Harbor to meet and extensively question the couple who IOR'd the heck out of the boat during her teens. Abuse is the single greatest cause of reduced engine life. If your adopted A-4 was abused as a child, you'll want to know about it.

There's also the matter of taking the appropriate spare parts which, unless this is your first *Latitude*, you've read about before. You'll be glad to know there's a guy in San Diego — he makes a living upgrading gasoline-powered inboards to diesel — who has an extensive inventory of A-4 spares and will ship worldwide upon prepayment. His name is Joe Sameck and his number is (619) 445-6115. Sameck likes a good cup of coffee and gives free engine advice to customers.

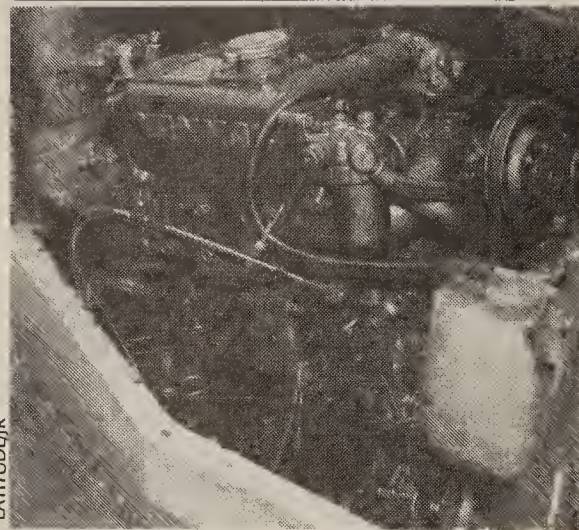
Of course, not even Sameck can help you

if you're 200 miles offshore, becalmed and without a critical spare. So stock up on all the 'cheap insurance' you can afford — as well as a case or two of your favorite brand of 30 weight oil. Because of manufacturer variations in detergent formulations, it's best not to change oil brands lest you damage compression-enhancing carbon deposits on the rings.

The superiority of diesel power for marine auxiliaries is well-known. Further, diesel owners worry less about the damage from an explosion resulting from the accumulation of gasoline vapors in a ship's hold. The one advantage a gasoline auxiliary offers — besides the joys of fiddling with spark plugs and carburetor adjustments — is that you only need the one kind of fuel to run the main engine, dinghy engine as well as the portable generator.

We put the first of those 445 hours on the engine in late December '92 when we made the famous left turn out the Gate, chock-a-block with West Marine gear, new standing rigging, and nurturing visions of warm, gentle breezes to the south. We rounded Point Conception at midnight on January 12th, just in time for a gale that surprised even the weather bureau in its sudden arrival and intensity.

Although our 12 h.p. A-4 wasn't able to make headway against the 50-knot winds (80 knots reported at the oil platforms) and 12-15 foot seas, it was able to give us



When cruising, even a small diesel is preferable to a large gasoline engine.

enough steerage to point upwind and negotiate the huge seas for a full 18 hours. Eventually running out of fuel necessitated

LATITUDE/R

CHANGES

our hanking on our 100 sq. ft. heavy weather jib, after which we were blown seaward past the Channel Islands at speeds in excess of seven knots. We limped into Santa Barbara Harbor under sail the following day with a broken radar reflector, broken MOB pole and the jib halyard wrapped around the prop. The crew was badly shaken but otherwise undeterred.

Our very first anchorage — at the south island of Todos Santos off Ensenada — resulted in a near disaster when the anchor rode frayed on a rock. We were awoken in the early morning by the loud thumps of the keel bouncing on the rocky bottom! Ironically, our very last anchorage in Mexico, at the Acapulco YC, also resulted in a fouled anchor which required cutting the rode to get free. In both cases First Mate Don 'donned' scuba to recover the errant hooks.

Don flew back home to Vallejo to tend to his own boat while I continued on singlehanded the 1,000 miles from Acapulco to Playa del Coco, Costa Rica, loaded down with 46.5 gallons of gasoline. I figured I could motor as much as 40% of the time —

gallons of fuel remaining in the tank. The Gulf of Tehuantepec that May had been as calm as a swimming pool in L.A., so when I was 185 miles offshore instead of the recommended 300 miles, I said 'what the hell' and headed straight across the gulf towards Costa Rica. The last week featured a series of easterly *chubascos* that lasted up to 10 hours each. Fortunately, *Grasshopper* steers herself close-hauled with the tiller lashed, because the autopilot wouldn't work for more than 15 minutes.

It turned out I motored about 300 miles during the passage, spent several days becalmed, and averaged a paltry 2.5 knots over the bottom. Nevertheless I arrived in Costa Rica well ahead of the Acapulco crowd of 'coast huggers'.

After stays in Quepos and Golfito — by the way, Whitey and Barbara have closed their Jungle Club until January for a much-deserved vacation — it was on to the Canal. Incidentally Larry at the Balboa YC isn't such a bad guy, he's just doing the best he can with a lackadaisical group of employees. After my transit, I continued on to Cartagena with First Mate and canal line-handler Lorraine Goodhead, a 31-year-old from Sacramento who has since continued on to St. Thomas.

As for myself, I have settled in here at the Club Nautico de Manga, where Aussie Norman and his Colombian wife Candelaria and family run a cruiser-oriented marina. Ninety-percent of the cruising arrivals opt to stay here rather than at the snobby Club de Pesca located in a Spanish Fort just a frog's hop down the waterfront. Cruising boats currently at Club Nautico are the powerboats: *Mirage*, *Stormy Petrel*, and *Shearwater*. Also the sailboats: *La Hoja*, *Delphina*, *Halcyon*, *Andromache*, *Sea Ray*, *Pegasus*, *Gypsy*, *Scarlet*, *Arlynn*, *Dangerouse*, *Reneka*, *S. Cargo*, *Ciao Bella*, *Free Spirit*, *Time Out*, *Time Bandit*, *Kuiipo*, *Temerity*, *Oz*, *Jasper II*, *Babe*, *Sonsy*, *Egress*, *Windora*, *Fiona*, *Windborne*, *Homebrew*, *Adios II*, *Illusion*, *Belage*, *Rakussa*, and of course, *Grasshopper*.

Cartagena is a good port for engine overhauls, generator/alternator repairs, carpentry, brightwork, LPU topside shooting and so forth, as the tradesmen are top notch and the price is right. I have started a business here manufacturing, by subcontract, baby carriers for sale locally and export to Venezuela.

— sam 10/22/93

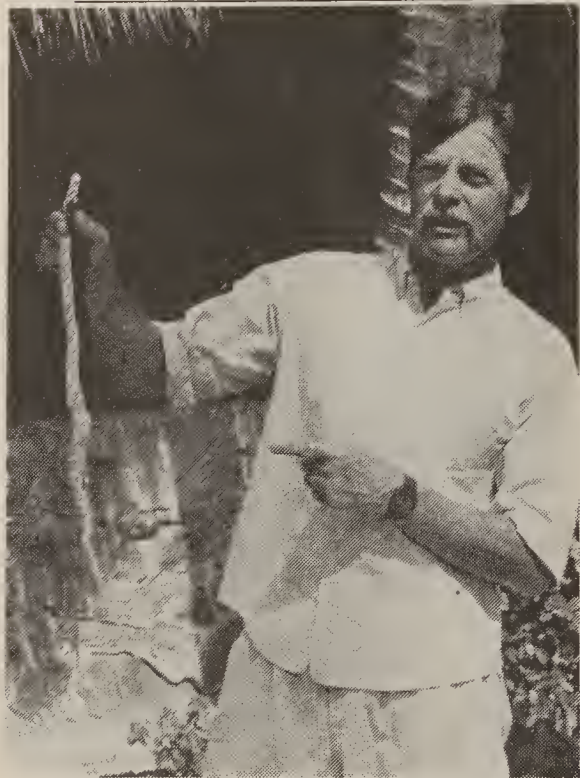


**Eventyr — Hans Christian 38
Erik & Chris Dewar
Debbie Of San Francisquito
(Sea Of Cortez)**

By now most of the Class of '93 heading to Mexico will probably have tuned in to some of the morning ham nets and heard the husky, mysterious voice of Debbie, better known to 'hamsters' as 'Uniform-Echo-Juliet'. Originally from New York City, Debbie came to Baja almost 20 years ago to fish for shark. She now lives with her husband Alberto and two children on a hill overlooking remote but picturesque Bahia San Francisquito.

Like Karen in Cabo and Philomena in Melaque, she's a friend to all cruisers. Debbie deserves a lot more recognition than she's gotten, and a stop at her place in the well-protected bay between Santa Rosalia and Bahia de Los Angeles is always an enjoyable experience.

You get to Debbie's place by climbing the newly cemented stairs — the old ones were washed away last August when the eye of hurricane *Lester* passed directly overhead. Once up the stairs, you'll be greeted by a rumbling 'woof' from shaggy old Wolfgang and a happy hug and grin from Debbie. She's always grateful for fresh produce or bread from the wonderful *panaderia* in Santa Rosalia. The long and impossibly rocky drive to town is so arduous that Debbie doesn't



COURTESY GRASSHOPPER

Don Martin holds 'Grasshopper's' parted anchor line. The Irwin 30 was almost lost on the rocks at Todos Santos.

if the water was calm — which meant I'd still have to sail at least 600 miles.

I arrived at Cocos 19 days later with nine



Debbie, center of front row, surrounded by just a couple of her cruising friends.

make it very often.

Debbie has been a great help to cruisers and everyone else over the years. On a typical day, she might coordinate searches for lost pangas, render medical aid to one of the fish camp population, pump gas for visiting gringo anglers, bake and decorate cakes for the nearby fly-in fish resort, paint T-shirts and make shell jewelry. On Saturdays, she runs one of the more entertaining *Chubasco Nets* — occasionally getting interrupted by urgent cries from her kids who need some momentary help.

It was Debbie who put out a plea for a 'Ana kit' this summer when it was feared that a local child might not survive a possible second bee sting. The response from three cruisers and a bus driver was almost immediate; the kit was in Debbie's hands within three days.

Debbie often lends her patio to cruisers for potlucks. She also cooks immense quantities of spicy dried shark casserole or lobster spaghetti, then joins the entertainment by playing her guitar and singing. In return, various cruisers have helped her out with their skills, building and repairing things, organizing a paperback exchange library and installing a ham radio

in her bus.

So when you new cruisers decide to spend your summer in the northern Sea of Cortez — one of our favorite places in Baja — make sure to stop at San Francisquito and bring Debbie something fresh. All you have to do is call Blue Fox on VHF and say, 'Hi'.

The accompanying photograph was taken July 28 during a BBQ at Debbie's. In the back row from the left are Lyn of *Sanctuary*, Susan and Alan of *Carioca III*, the Dewars of *Eventyr*, Paul of *Pablo*, Norm & Jason of *Monte Cristo*, Marty and Tom of *Triumph* and Peter of *Lamorna*. In the front row from the left are Bob of *Valiant*, Jim of *Sanctuary*, our friend Debbie, Susan of *Monte Cristo* and Freddie of *Valiant*.

— erik & chris 10/13/93

Another Horizon — Valiant 40 Steve Salmon & Tina Olton Second Cruise (Berkeley)

Steve Salmon and Tina Olton are walking advertisements for Valiant 40s. The couple took a seven-month, 16-island, 9,000-mile cruise through the South Pacific in 1990 aboard their Valiant 40 *New Horizons*. Having thoroughly enjoyed the cruise, they made plans to begin a seven-year circumnavigation starting this winter.

Unlike most cruisers, who switch to larger boats for their second cruise, Salmon and Olton were quite happy with the prospect of taking their 1976 Valiant 40 around the world. Sure, she needed a lot of work. She was old and had hard use, the diesel needed replacing, and the career librarians wanted to add enough shelf space for the 400 books they would carry. But *New Horizons* was all they needed. Or so they thought.

Their commitment to *New Horizons* was broken by the folks at Valiant, who made them a cash offer for their old boat if they would trade her in on a new Valiant 40. "It was an offer we couldn't refuse," says Salmon. Which is why the couple were aboard *Another Horizon* when we met them early this November at Turtle Bay along the Baja coast. While trading in an old Valiant 40 on a new one isn't unheard of, it is rare. "We were told about six people have had new ones built to replace old ones," says Olton.

While the new Valiant 40s are basically the same as the old Valiant 40s, there have been some improvements. The boats are built to prevent osmosis, a notorious

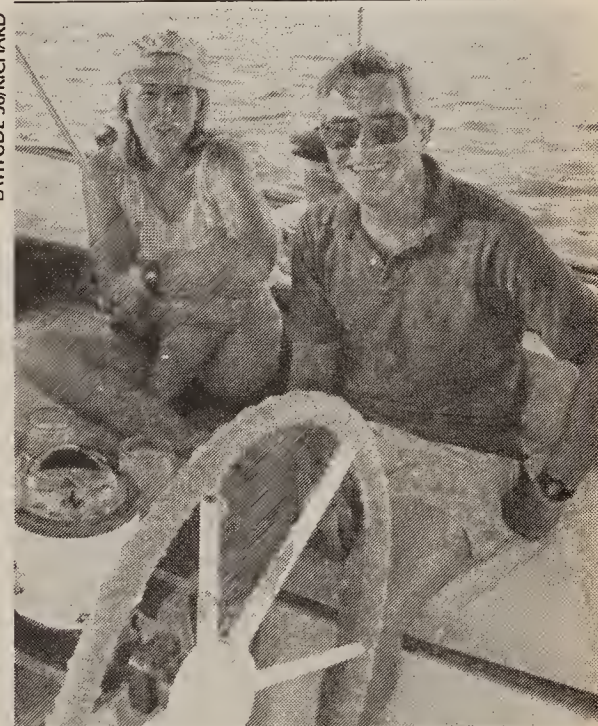
problem with early Valiant 40s. And the keel is a more efficient modern design. In addition, there have been scores of minor modifications that add up to making life onboard easier and more enjoyable.

"In addition," said Salmon, "all new Valiants are semi-custom. This allowed us to have what's normally the forward cabin made into locker space. It also enabled us to get the bookshelves we wanted, have stainless rather than teak handrails, and other personal modifications."

The tradeoff was time. "It took almost a year for the boat to be built," says Olton. "But we're very happy with the results and the fantastic workmanship."

When it comes to cruising, there's no educator like experience. Perhaps the most enlightening experience for Salmon and Olton on their first cruise was when their aging diesel crapped out in Bora Bora. For two months they were without an engine or means to run the refrigeration. "Initially our 15-year-old daughter freaked out, but you know what?" asks Salmon. "We found it was a lot less trouble cruising without an engine and refrigerator." But human desires for

LATITUDE 38/RICHARD



Steve Salmon and Tina Olton in Turtle Bay during the first few weeks of what's to be a seven-year cruise.

comfort and convenience die hard, and the new boat is equipped with both.

While Salmon and Olton are returning to

CHANGES

the cruising life with same basic boat, they've made some significant changes in the gear they've put on her.

"During our last trip we had a SatNav which provided us with accurate fixes every couple of hours. We thought it was wonderful. But the 24-hour a day fixes of the GPS system are so superior that we're taking two GPS units, not just one."

On their last cruise, they had a Balmar Aqua Pac, which is a hybrid generator/watermaker. It was the piece of equipment that gave them the most trouble. As a result, they've replaced the watermaking capacity with a Power Survivor 80/gallon/day watermaker. To run it and other equipment, they've installed a Four Winds wind generator and solar panels mounted on a Railmakers-constructed universal mount. "We can go as long as 10 days without running the engine," says Olton, "and still keep everything in the refrigerator cold."

The last time they kept things cool with an Adler Barbour 12-volt refrigeration system. They are taking another Adler Barbour, only this time it's the better water cooled model. While they'd yet to have put it to the test of the tropics, to date it's been everything they could have wanted.

To relieve the tyranny of the helm, they're again taking both a windvane and autopilot. This time the vane is a Monitor as during their last trip the Aries seized. Their Alpha autopilot gave them such good service on

their first cruise, they've installed another one on their new boat.

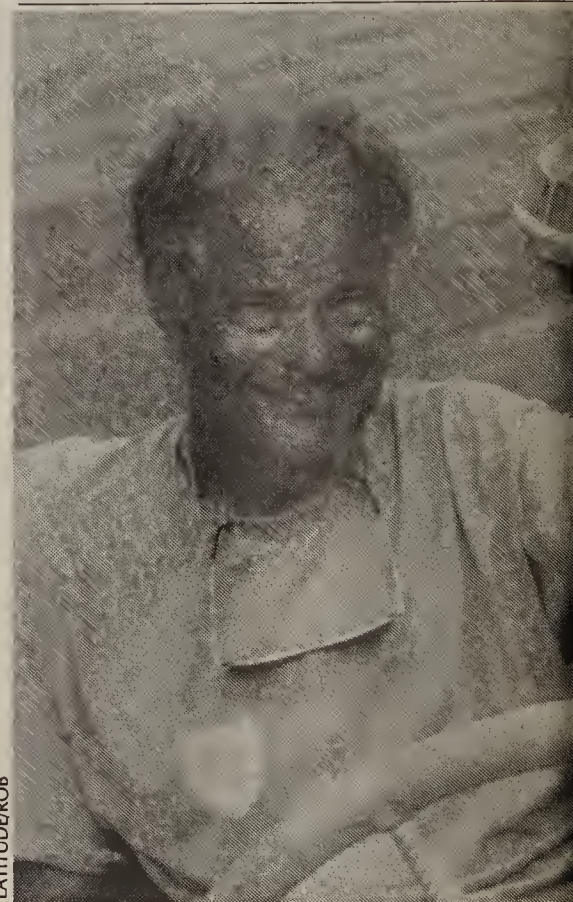
During their 9,000 miles of ocean sailing, Salmon and Olton developed a definite philosophy about a cruising boat's sail plan. It can be summed up with the admonition: "It's neither safe or desirable to leave the cockpit when the weather turns bad."

So whereas last time they had just the yankee on roller furling, this time they have both the yankee and staysail on furling. "With a hanked on staysail, we still had to leave the cockpit when it got nasty," explains Salmon. "Now we can control both headsails from the cockpit."

With *New Horizon*, they had to go to the mast to reef the main, something they didn't like at all. "We find being able to reef from the cockpit on *Another Horizon* is not only safer, it's much easier," says Salmon. "The result is we find we're much more inclined to reef when we should rather than hanging on and hoping the wind will diminish."

During their first cruise, the couple carried both a storm trysail and a storm jib. This time they have neither — based again on their belief that the worst thing you can do is leave the cockpit when the weather gets bad. "We can put three reefs in the main and roll out just small parts of either the yankee or staysail," says Salmon, "and that should take care of just about any condition."

A third type of sail they're leaving home is a spinnaker. "It was too much trouble to set," says Olton. "so in addition to the 120%



yankee, we have a 170% 1.5-ounce reacher-drifter. Having worked a lot with Jocelyn Nash at Sobstad Sails, we feel we have all the right sails and aren't carrying around extra ones we don't need."

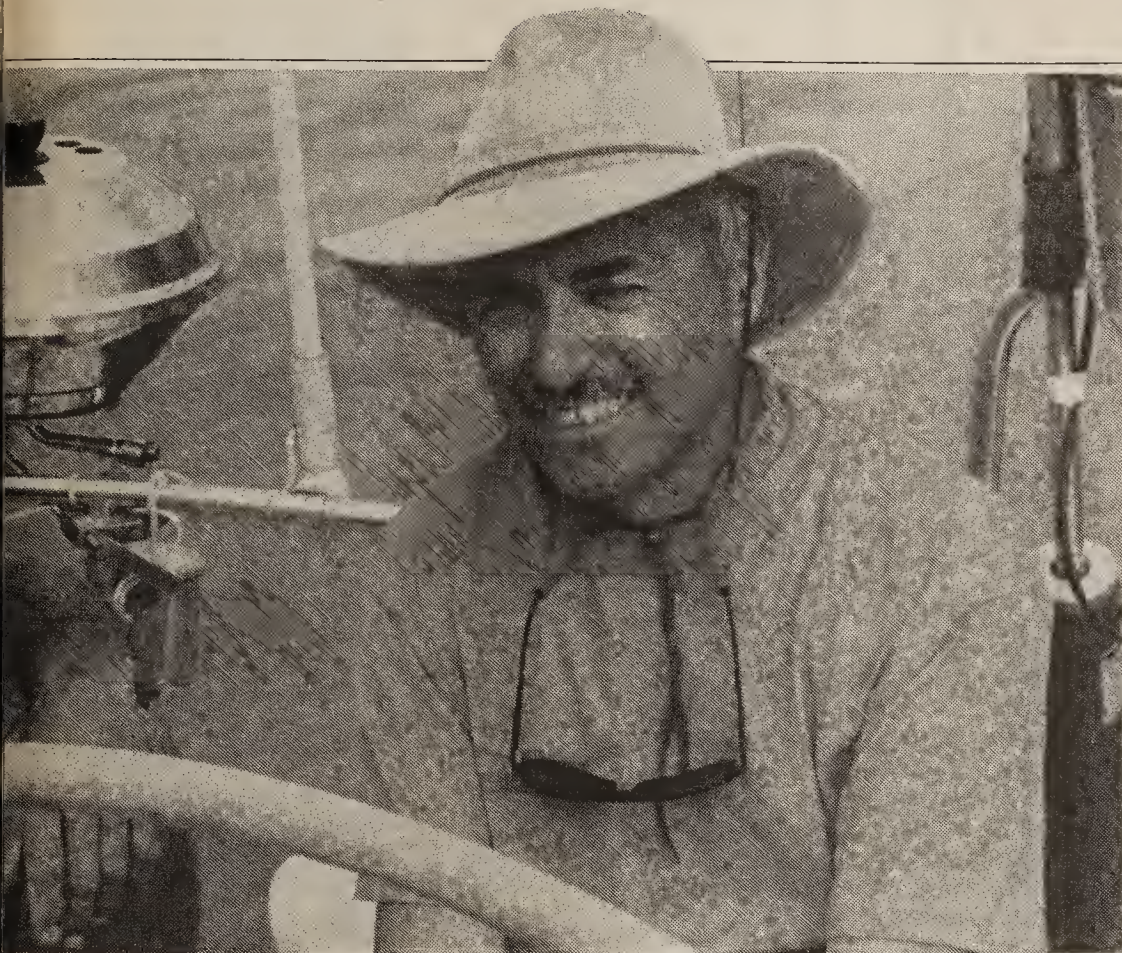
The biggest shock about Salmon and Olton was their appearance. He's 60 and she's 50 — and they both look 10 to 15 years younger. Their secret? "We look young because of the cruising life," says Olton, "We never felt as healthy as we did when we were cruising."

Prior to taking off this winter, Olton gave up her position as Assistant Director of U.C.

Some Like it Hot

THE EARLY THIRTY

- | | |
|--|--|
| 1) Rascallion / Baltic 51 / Jim Starr / San Francisco. | 16) Schanachie / Whiting Custom / Michael Ford / Honolulu. |
| 2) Guadalupe / Catalina 34 / Jim & Marguita Purdy / Albuquerque. | 17) Rari / Baba 30 / Brian James / San Diego. |
| 3) Black Bush / Formosa 41 / Jerry Priddy / San Pedro. | 18) Milea / Trawler / R. Wilson / Dana Point. |
| 4) Western Sea / Cross 42 tri / Van Van Deventer / Sacramento. | 19) Andale / Santana 37 / Bill Jobe / San Francisco. |
| 5) Phase II / Columbia 28 / Mike Fleming / unknown. | 20) Another Horizon / Valiant 40 / Steve Salmon / San Francisco. |
| 6) Sails lady / Jeanneau 44 / Byron Henderson / Huntington Beach. | 21) Mind Sweeper / Fleming 53 / Jack McGilary / Portland, OR. |
| 7) Millennium / Brown 38 tri / David Harmon / Napa. | 22) Misty Wind / Albin 36 Trawler / Clyde Carter / San Francisco. |
| 8) Andrete / Shannon 28 / Ike Hightower / Seattle. | 23) White Star / Formosa 41 / Tom Carlson / Seattle. |
| 9) Iguana Azul / Columbia 30 / Al Poole / San Francisco. | 24) Acadia / Nauticat 40 / Chuck Broussard / Portland, OR. |
| 10) Second Wind / C&C Landfall 43 / Rick Muething / SF. | 25) Hasty Heart / Waquiez 47 / Rick Pearce / San Francisco. |
| 11) Hillbilly Deluxe / Hunter 37 / Chuck & Mary Webb / SF. | 26) Romance / Pearson 424 / Bill Marmann / Seattle. |
| 12) Resolve / Geves & Jane Kenny / Ocean Alex. 60 / San Diego. | 27) Raptor / 33' Cutter / Len Limpet / San Diego. |
| 13) Stephanie Marie / Brent Webb / Orion 27 / Quincy, CA. | 28) Migrator / Custom 60' catamaran / Peter Rosta / Unknown. |
| 14) Ms. Blu / Swan 59 / Len Connelly / Newport Beach. | 29) Fandango / Rafiki 37 / Herb Lawson / San Francisco. |
| 15) El Patron / D&D / Kenny Merrell / San Diego. | 30) Quinnat / Chinook 34 / Ken Kemmerer / Ketchikan, AK. |



Jim Starr (left) and Paul Osborn were 'numero uno' in this year's Hot Rally with 'Rascallion'.

Press. Salmon, who worked for many years at U.C. before starting his own company creating software for librarians, left that business behind. They've also sold their house. There's not a weak commitment to the cruise ahead.

— latitude, 11/15/93

Cruise Notes:

Lots like it hot! That's the verdict on the beginning of this year's **Some Like It Hot** cruiser's rally from California to Cabo San Lucas. Pam, who has the sign-up/finish line at **The One That Got Away** — the same place as last year — reports that boats are being signed at a pace equal to or greater than last year. Those who had entered as of November 20 are listed on the opposite page.

This year's commemorative T-shirts — a free one is awarded to each skipper compliments of *Latitude* and *The One That Got Away* — have a slightly different look than in years past. The watermelon color isn't new, but the humongous green chili pepper on the back is. Crewmembers of rally entries are buying them like hotcakes, so don't delay getting down to Cabo and signing up.

Pam also reports that she and Karen of Papi's are about to co-host a traditional Thanksgiving dinner for cruisers at *The One That Got Away*. Karen, who is running a separate rally of her own this year, is three

months pregnant — with twins! Our best to her.

"Just one year ago I had a place in South Lake Tahoe, was working for Tahoe Keys Resort, and was generally living a pretty good life," writes Darcy McCamish from Fort Lauderdale. "Then I got myself tangled up with a boat lover." The 'lover' turns out to be veteran racer and cruiser Peter Whitney, who has spent the last several months in Fort Lauderdale outfitting the couple's Beneteau/First 42 **Joli Val** with everything needed for an open-ended cruise.

McCamish realizes that most people think she's really lucky to be sailing off for an indefinite time, but says "they don't realize what goes into preparing for this escape. The thought of selling everything I own, quitting my job and leaving my family was something that took adjusting to." Having gotten adjusted, McCamish now says she's "more excited than I thought possible." The couple will set sail for the Bahamas on December 8.

Alan Puckett, a heck of a nice guy, was an earlybird to Mexico this year. He, Tom Leweck and some others left Southern California on October 13 for Z-town aboard Puckett's Farr 55 **Amazing Grace**. When they arrived just outside the marina at **Ixtapa**, they eye-balled the mild sea rolling directly into the idiotically-designed harbor entrance with skepticism. With *Grace* drawing nine feet, they weren't sure the entrance would be deep enough. But then some workers on the end of the breakwater waved them in.

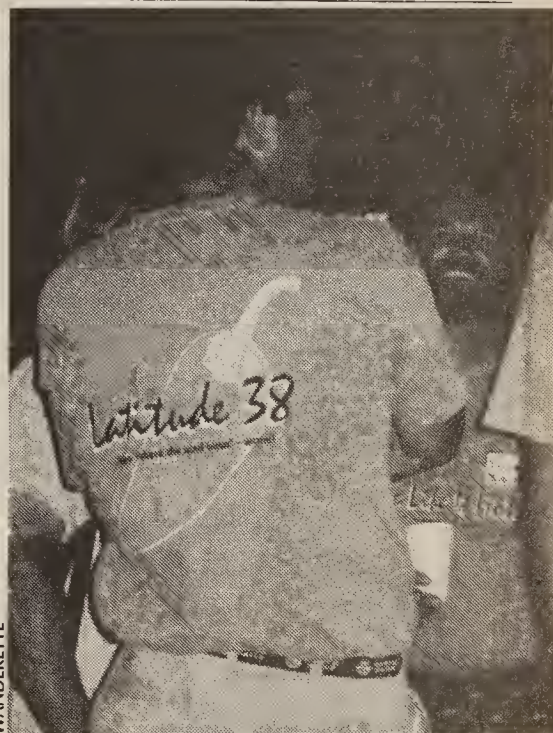
Nonetheless, about a third of the way

inside the breakwater, they ran aground. Hard aground. The harbormaster and two other pangas quickly came alongside. "Do you want to be towed in or out?" asked the harbormaster, who assured them the channel quickly got deeper and in any event would be dredged next week. The former Chairman of the Board of Hughes Aircraft, Puckett is no dummy; and had them tow *Grace* back out to sea.

Leweck reports that he could see a Peterson Two Tonner and a Kelly-Peterson 46 inside the marina, but who knows if they can get out? If our boat drew six feet or more, we wouldn't risk it until we'd sounded it out.

The other marina in the vicinity is 12-berth **Puerto Mio** in Z-Bay. It's extremely expensive unless you're also going to rent a room, in which case it's only very expensive. Fortunately, most of Z-Bay is a perfectly fine anchorage.

Scientists report that **El Niño**, the periodic ocean warming that seems to cause terrible disruptions of normal weather patterns, is back for the third consecutive year. What kind of effect will that have on



WANDERETTE

The vibrant new 'Some Like It Hot' T-shirts are a big hit with the Mexico Cruising Class of '93-'94. Get yours at *The One That Got Away*!

cruisers heading to the South Pacific is anybody's guess. Those who made the crossing to the Marquesas in the last *El Niño*

CHANGES IN LATITUDES

year had generally fine passages. Once they got to the Marquesas, however, the weather became the pits, with almost constant cloud cover, cooler temperatures and more rain than normal.

On the subject of the South Pacific, there's a new edition of Earl Hinz' **Landfalls in Paradise** that's recently hit the stores. If you're heading to 'paradise', we recommend you pick up a copy, as it's got a lot of basic information and is a considerable improvement upon the earlier editions.

George and Brenda Milum of the Alameda-based Mull-45 **Avatar** didn't have the best summer. While hauled out in west Florida, their boat was struck by a bolt of lightning, destroying most of their electronics. Things are pretty much back together again, reports their son, who was flying to meet them for a trip to the Bahamas.

Exhibit One that **Cabo isn't so expensive**: Sunset cocktails for five at the spectacular restaurant at La Misiones, which overlooks the water and the lights of Cabo, came to a reasonable \$19. And the waiters weren't pushy about additional rounds. Had it been in a similar setting in the Caribbean, it would have cost at least twice that much.

Evidence that **Cabo is expensive**: We were charged \$36 U.S. for two lithium camera batteries. That's almost four times what we pay here in the States. So shop carefully and bring plenty of batteries.

As for the photograph on page 148-149 of **Truly Fair's** Fritz Warren and friends, it was taken at Chichimé in the San Blas Islands off Panama. If you're looking for unspoiled cruising grounds with *motu*-like islands and not too distant jungle rivers, this is the place for you. Those who appear in the photograph, starting from the left, are:

Klaus, a Danish member of the **Manaña** crew, Rice, the skipper of the Seattle-based **Manaña**, an unnamed friend of the skipper's, Fritz Warren of **Truly Fair**, Fritz's lady Joanne Livingston, Jonathan Rice, John and Judy Collins of the Long Beach-based **Primo**, Anina Hansen, the inspiration for Guy Boucher's boat, Guy Boucher of Vancouver, a friend of Guy's brother Jack, an unknown person, and Jack Boucher. Not pictured are Don and Eileen of the Seattle-based **Moonrise** who were in the anchorage

but not available for the photo.

As all of you who were in Marina Vallarta last December 26 know, the first wedding anniversary of **Moldy the Frog** and **Jenny the Otter** is soon approaching. Those who were there won't soon forget the nuptials, as their was a big stag party for Moldy on **Steppin' Out**, Larry and Dottie Turk's San Francisco-based Bristol 31. And who can forget Jenny's bridal shower by the pool? More than 25 cruisers, and scores more animals, attended the ceremony presided over by Turk in which the two stuffed animals were wedded in holy matrimony.

Gillian West, Moldy's mom and the skipper of the Vancouver-based **Khamsin**, reports that although there was "lots of squeaking" from the veggie hammock during the honeymoon passage to Acapulco, Jenny has retained her slim figure so there's no sign of any frotters yet. West also reports that Moldy's trip through French Polynesia was very stressful "what with the French's desire for frog's legs". West would like everyone to know that the couple are still together and should soon be in New Zealand with the rest of the Class of '92-'93.

We'll close hoping that your year ends as well Moldy and Jenny's.



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager



A Subsidiary:
from, The Moorings Yacht Charter, Ltd.

TAHITI Finally A Boatyard In Paradise

It's hard to improve on paradise, but it may not be paradise at all if you have boat problems.

At Raiatea Carenage we offer complete boatyard facilities to handle all your needs.

- Travelift
- Sail Loft
- Shower & Laundry
- Expert repair, mechanical, F/G, wood
- Refrigeration
- Etc.
- Tool Rentals
- Do-it-yourselfers welcome
- Fill U.S. gas cylinders
- Materials, spares
- Reasonable rates
- Electricity

Due to regulation changes, it is possible to leave your yacht at Raiatea Service Yard for up to a year.

Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in...we're here to serve you.

B.P. 165 Uturoa Raiatea - Polynésie Française

Tel: (689) 66•22•96
(689) 66•35•93

Fax: (689) 66•20•94

PRODUCTS FOR EASIER CRUISING



The Stern Mounted Radar Arch - with Dinghy Davits
An easier, more convenient way to mount your electronics from radar to antenna and carry your dinghy.

From conception to design to construction - We specialize in designs to fit your needs.

**"Marine metal work — it's not part of our business—
it's our only business."**

- | | | |
|--|----------------------------|---------------------|
| • Custom Fabrication in Stainless and Aluminum | • Automated plasma cutting | • Exhaust Systems |
| • Dock space at our doorstep | • Metal shearing | • Polishing |
| • We sell raw materials | • Radar Mounts | • Electro-polishing |
| | • Davits | • Heli-arc welding |
| | • Bow Rollers | • Machining |
| | | • Pipe bending |

**METAL
MAGIC**

Custom Marine Fabrication • Stainless • Aluminum

333 Kennedy Street
Oakland, CA 94606
(510) 436-5133
FAX: (510) 436-5134

SEABREEZE

L i m i t e d



**Nautical Books • Charts • Videos
Gifts • Brassware • Clothing**

Christmas Cards and Ornaments

1254 Scott Street • San Diego, CA 92106
(619) 223-8989



The Fourwinds II — A Relentless Pursuit Of Perfection — Everything Perfect Must Excel Its Kind

The Fourwinds II leading the way. One component after another more reliable, more efficient, longer lasting. Advanced marine materials of fiberglass, stainless steel, aluminum, delrin, lexan, AwlGrip and anodizing, combining for enduring integration. Starts charging at four knots, in 10 to 15 knots 140 to 200+ amp-hours/day. Stainless steel centrifugal Air Brake protects generator from burnout and high winds. Leave unattended with confidence. Five standard installation possibilities, plus custom mounts. Comprehensive installation and reference manual. Three-year warranty longest in the industry. Check SS-CA's most recent marine equipment survey. The Fourwinds II can solve your energy problems. Your comforts deserve the best. Designed by marine electrical engineers, 30,000 miles under sail. Catalog upon request.

Everfair Enterprises, Inc.
2520 N.W. 16th Lane, #5
Pompano Beach, FL 33064
305-968-7358

AT LAST!

Earth Safe Sanitation Systems, Inc., has developed a sanitary, 'In-line' **Treatment Device** that is easy to install with most existing Marine toilets. It



cleans, deodorizes and lubricates your pump, hoses and fittings with every flush. It leaves a smooth, stain resistant coating that has a fresh, clean scent. This coating helps control debris build up in drain lines and toilet bowl. Our specially designed **biodegradable** compound aids in the break down of solid waste material and tissue paper in holding tanks.

Simply unscrew the 'O' ring sealed cap and, **unlike messy powders or liquids**, drop in an **Earth Safe Tablet**. The concentrated tablet is **formaldehyde-free**, and **completely water soluble**. Its light detergent action also functions as a surface anti-septic that neutralizes odors without staining hands or equipment. Tablet lasts approximately 30 days

on 'liveaboards' and will last even longer on 'weekenders'.

The treatment device may be installed in any position, anywhere in the 3/4" pump inlet hose. The **Device** costs **only \$22.95** and the **Tablets** are just **\$4.95 each** or packaged in a convenient 4-pack at \$19.80. (Add \$4.95 for shipping and handling.) Patent pending.

Available at... Svendsen's,
Alameda: (510) 521-8454;
Whale Point Marine Supply,
Pt. Richmond: (510) 233-1988;
West Marine, Palo Alto: (415) 494-6660
or Stockton: (209) 464-2922;
Aegis Marine, Newport Beach:
(800) 747-3014;
Offshore Yachts, Inc.,
Sanibel Isl., FL: (813) 472-2224.

To order, send check or money order to:

**Earth Safe Sanitation
Systems, Inc.**
1432 Tonopah Street, Reno,
Nevada 89509

or for further information call:

(800) 438-4341

CLASSY CLASSIFIEDS

Easy as...

1. Write your ad. Here's your chance, tell us all about it! What category? Don't forget an area code with phone #. Please, relay your message clearly. We cannot be responsible for errors due to illegible handwriting or unclear meaning. Remember, if we don't get it, they won't get it!

2. Count the words. Anything that usually appears with a space before and after, including numbers, counts as a word. Count them as best you can. There is no need to abbreviate, we will do so as necessary. We may edit to fit if necessary.

3. Send us your ad. Please enclose payment and mail it to our P.O. Box or deliver it to our street address. We will not accept any ad over the phone or fax. All ads must be in our office by the 18th of the month prior to publication. We cannot bill for classifieds. All ads must be accompanied by payment. Please include check or money order with all requests. We cannot accept credit cards.

PERSONAL ADS

1-40 Words: \$20
41-80 Words: \$40
81-120 Words: \$60
Personal Property;
Non-Profit; Help Wanted
Please no business ads.

BUSINESS ADS

(3 1/2" x 5/8" boxes at bottom of page)
\$45 for 40 Words Max.
Charters; Services;
Brokers; Real Estate
1 Boat per Broker
Camera ready art ok - no photos/reversals

DEADLINE:

the 18th
of the month prior to
publication.
even if it falls on
a weekend and/or
holiday.

Sorry, no changes or cancellations after submission.

Individual Issue Orders:
Current issue w/classy ads = \$3.00.
Current issue (no ad) = \$5.00.
Back Issues = \$7.00.

To re-run an ad,
please include copy of ad with
payment by the 18th of the month.

Requests for category location are welcome.
However, we make no guarantees as to specific
location, and Latitude 38 will make final
determination on ad placement.

Mail To:

Latitude 38

P.O. Box 1678, Sausalito, CA 94966

Attn: Classified Dept.

Or Deliver To:

15 Locust, Mill Valley, CA 94941

Remember... no ads accepted over the phone or fax.

For recorded directions, call 383-8200, then press 2-1

DINGHIES, LIFERAFTS AND ROWBOATS

AVON LIFERAFT. Self-erecting, current certification, 8-person, offshore with double buoyancy tubes, light weight soft valise, double floor for warmth, carried four times, never used. Will probably delivery. Owners handbook, survival pack. Half West Marine price at \$2,250. (916) 489-3216.

LASER SAILBOAT AND TRAILER. Very good condition with many extras including new sail and rigging. Eight years old but very lightly used and always well cared for. Trailer completely re-done one year ago and in excellent condition. \$1,750 obo. (408) 275-9877.

LIFERAFT, JCR 6-man valise, \$300. Avon Redcrest, \$400. El Toro, fiberglass, \$300. Sevlor Caravelle K76 inflatable, \$70. Fiberglass Lapstrake pram (like Montgomery) 6'8", \$270. Call (510) 523-5148.

CORONADO 15-FT with trailer, good condition. Harken roller furling, 2 sails, life jackets, Harness with trapeze. Located in Alameda. \$1,000. Call Bob at (408) 263-9030.

S.F. PELICAN, f/g, excel. cond. Tan bark sails, roller furl jib, trailer, 3 hp o/b. Best looker in the fleet, many extras, anchor line, etc. \$1,600 obo. (415) 331-4061.

LASER. Older boat in good condition, two sails, one like new. Harken ratchet block with side cleats. Why pay \$1,500 when you can have just as much fun for less than half? \$725, offer. Call (510) 820-5954.

ZODIAC MARK I inflatable; new, never used. Complete with pump, paddles, seat, aluminum floorboards, etc. \$2,000. (415) 931-6611, dys.

9-FT BOSTON WHALER, \$1,600, 135 amp alternator, \$225, steering console, \$200, flasher FishFinder, \$50, inflatable boat steering, \$200, 35 hp Johnson \$1,100, heater/fan, \$15. Heart inverter, \$450, 3-way portable freezer-refrigerator, \$125. Circular saw, 12 volt. (510) 652-7287.

10-FT ACHILLES inflatable sport dinghy w/9.9 hp Johnson o/b. 4-person, inflatable keel and removable wood floor. Top of line model. Carrying case, 5-gal. tank, oars, seats, access. & manuals. Outstanding condition. Always garaged. \$2,000. (209) 577-8583.

11.5-FT AVON RIB f/g bottomed inflatable. 18 hp Nissan o/b, excellent. \$2,300. (408) 758-9361.

6-MAN ZODIAC COASTAL LIFERAFT (SX-6) in valise; never used; needs certification; \$850. Also: EPIRB (ACR Mini B), like new; \$150. Satisfy ocean safety requirements at bargain prices! (916) 944-2835.

24 FEET & UNDER

24-FT GLADIATOR, dual axle trailer, 10,000 lb rating. Berkeley upwind berth. Recently purchased sails, 110%, 150%, & main, painted last yr. Evinrude long shaft 9 hp, VHF, KM, DM, compass, battery charger, sink, ice box. \$6,000. Call Mike, (510) 672-8167.

BE SOMEBODY, SAIL A BEAR. Historically the best for one design racing, cruising, and camaraderie, for over 60 years. SF Bear Boat Association can help you find a BEAR of a boat. Affordable, classy, colorful history. Chris, (510) 339-1071; Bob, (415) 574-0504.

AURORA 21 fiberglass 1965 sloop. Fixed keel, cabin, new bottom, 110, 150 and main. Good condition, quick and fun. Excellent trailer (negotiable) both \$1,250. Call (707) 644-3355 anytime.

MacGREGOR 22, 1984. Swing keel sloop w/ trailer, 6 hp Evinrude, genoa, pop-top w/enclosure, sleeps 4, porta-potti, compass, tiller tender, PFDs, DS, extra fuel tanks. Great condition, ready to sail. \$3,700 obo. (408) 266-8301.

SANTANA 22, #374. Good condition. Spinnaker, 150, class jib, 7 hp Evinrude all recent, upgraded deck hardware. \$2,850. Delivered Bay Area. Trailer available. Sleeps 4, head. Fast and stable one-design. (206) 842-8035.

24-FT COLUMBIA CHALLENGER, 1964. 6 hp Evinrude. Full keel. Good sail inventory. \$2,500. (707) 553-9164.

S-2 24-FT, 1980. Excellent condition. Great Bay daysailer. Sturdy, stable with high sides to keep water out. Owner has boat manual. Motor, radio telephone, DS, compass and porta-potti. Jib, mainsail, sailcover and boat cushions all new! \$4,250. (415) 952-9700 (w); (510) 831-2461 (h).

BEAUTIFUL 21-FT CEDAR DORY. Mainsail and jib, centerboard, spruce mast, two rowing stations with two sets of spoon oars, copper rivets, bronze hardware, motor well. A wonderful boat to sail, row or motor. \$2,500 includes trailer with cover. (510) 652-2125.

BRISTOL 24, 1977. 24.7-ft, full keel, single cylinder 6 hp Yanmar dsl, 4 sails. Excellent beginner boat. 6-ft headroom. Berthed CYC, Tiburon. \$8,000 obo. (415) 457-1194.

1961 PEARSON ELECTRA 22.5', 5 hp Evinrude, full set of sails, new cushions, stereo, anchor, porta-potti. Sausalito berth, Kappas Marina. Many extras. \$3,500 obo. Steve, (415) 331-5919. Jeremy, (707) 792-9682.

WAVELENGTH, 24-FT 1984. Beautiful hull, new bottom paint and under coat, trailer, 4.5 Mariner o/b, 3/4 oz. spinn. (Pineapple), 2/155 Mylar, 1 (100) Mylar - 80° Dacron, Brand new 130° Dacron, KM, compass, Loran, Harden hardware, fared keel. \$9,000. (707) 578-0726. Race ready.

'64 COLUMBIA 24-FT MKIII. Full keel, DS, VHF, AP, 3 sails plus spnkr., o/b needs work, galley, head, sleeps 4. Makes a great X-mas present. \$5,000. (510) 522-6974.

SANTANA 22. Late model, set up for single handling or racing. Complete rebuild and paint 1987. Epoxy bottom, extra sails, new Honda motor. New mast & rigging. \$4,800. (510) 373-9730, dys or (510) 484-3234, eve.

O'DAY DAYSAILER II, 17-ft. Good condition with Little Dude trailer, \$1,400. Consider partial trade for canoe or dinghy. Call (707) 263-4818 or (707) 263-4727. Please lv. msg. if no answer.

CLASSIC 17-FT SLOOP ready to sail. Distinctive design built in 1933. Includes sails, o/b, head and more. \$800 obo. (510) 769-9630.

21-FT CLIPPER MARINE swing keel, 3 head sails with trailer. Able to tow with small car. \$2,000. (707) 523-7077.

YANKEE DOLPHIN #97. Classic Sparkman & Stephens full keel/centerboard pocket cruiser. Excellent condition. Signet SL80 DS/KM, Vector II Loran, Autohelm AP. Harken ST winches, mainsheet traveler and 6 part vang. Nissan 8 hp o/b. \$7,500. (408) 439-9049.

TRADITIONAL DESIGNS FOR SAIL, OAR, AND PADDLE

Quality Wood Construction - Built to Order
Day Sailers, Yacht Tenders, Prams and Canoes
Call about limited production of elegant 17' Herreshoff Pulling Boat
STEVE NAJJAR, BOAT BUILDER (415) 323-3887 - 856-6209



BOAT LETTERING

Beautiful, long lasting & reasonably priced.
Call for our convenient order form.

(510) 452-3608



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker
(510) 523-9011

JACK MACKINNON ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER

(510) 276-4351

O'DAY 23, 1968. Excellent condition, clean, great daysailer or first timer. Redwood City berth available. Great value at \$1,500. Must sell. Call Rich at (415) 363-1390.

COLUMBIA 22, 1968. Excellent condition, new bottom paint, new keel bolts, very clean and well maintained. Great Bay boat, ready to sail. Redwood City berth available. \$2,000. Must sell. (415) 363-1390.

RANGER 22, 1978. Great Bay sailing or racing. Excellent condition. Bottom paint 5/93. 110, 125, 150. Spinnaker and pole. New 9.9 Suzuki. New battery. All lines aft. Compass. \$4,850 obo or \$3,850 obo w/o engine. (510) 847-6673, wk; (510) 484-3373, hm.

23-FT BEAR BOAT #63. Excellent condition. North sails, self-tending jib, spinnaker, 6 hp Evinrude, boom cover. Complete boat cover. Many other essentials. A steal at \$6,000. Doug Hamilton, (510) 793-7185.

23-FT CORONADO \$1,900. 22-ft Columbia, new sails, galley, \$1,900. 25-ft Bahama, inboard diesel, \$3,500. 24-ft Schock, \$900. Best offer/trade. (415) 258-0110.

24-FT YANKEE DOLPHIN. Excellent very clean Bay and coastal sailer. New standing, running rigging, paint, varnish, tiller. Call (510) 935-6862, M-F.

SANTANA 22. Solid Bay boat, upgraded rigging and chainplates. Tabernacle mast. New cushions. 5 hp Honda. \$2,200 obo. (408) 944-9667.

RANGER 23, excel. cond. new boom. Rebuilt engine, 5 sails, race ready, sleeps 4, ideal Bay boat for pleasure sailing or racing. Sausalito Y.H. berth. \$5,900 obo. Contact: Nick, (415) 255-0814.

O'DAY DAYSAILER 1, 17-ft, sail #7171. Jotz main, furling jib, spinnaker. Tabernacled mast. Galvanized trailer. Original owner. Excellent condition. \$2,500. (408) 353-2881.

CAL 20. New keel bolts, bottom job, LPU hull paint. Five sails, depth meter. Ready to go. \$2,000 obo. Call Lee (510) 843-4200, dys; (510) 763-8334, eves.

SANTANA 22. 2 mains, 2 jibs, spinnaker, o/b, dig. KM, DS, compass, etc. Race and single hand rigged. \$3,100 obo. Motivated seller. (415) 399-9191; 648-5168, ask for Ed.

24-FT INTERNATIONAL 110, #701, with trailer. Varnished hull. Complete with 2 sets of sails, trapeze, jib roller and spinnaker launcher. Mint condition; always garaged. \$3,500. Call (510) 934-6926.

SANTANA 20. Excellent condition. New main, 150 blade & 2 spinnakers. KM, compass, custom trailer. \$2,500. (707) 252-7979, Mark.

24-FT COLUMBIA CHALLENGER. *Whiskey River* is race ready with new North main, Trinidad bottom and zincs (hauled 11/93). Class and 165 jibs, spinnaker, split backstay, DS, KM, VHS, AM/FM stereo & more. \$3,500. Fred, (415) 563-3033.

J/24, 1981. Hull #2936. Always drysailed. Great sail inventory. New style hatch. Current class certificate. 4.5 hp o/b, Culkins double axle trailer. Tuned and ready for racing. \$11,500 obo. Call (415) 435-4899 lv msg.

17-FT BOLGER DESIGN SAILBOAT. Sprit rig with square red sail. Small cabin. Full steel keel. A classic wooden beauty! Good condition. Sausalito. \$1,000. Call (415) 332-7889.

ISLANDER BAHAMA 24. Clean, tough Bay boat. 10 hp Honda o/b, cockpit controls, jib, main, spinnaker, compass, cushions, safety equipment, galley has stove, sink, ice box. New: whisker pole, motor mounts (2), lightswiring and battery, lifesling, boathook. \$2,700 obo. (408) 448-7228.

J/24, 1981. Faired keel, new rudder, digital compass. '93 North main and genoa; late '92 jib and spinnaker. Up to date race rig. Nissan 3.5 hp o/b. Trailer. \$11,500. Chris, (415) 924-2708.

25-TO-28 FEET

28-FT HAWKFARM, active one design fleet. This is a great boat to race or just cruise on the Bay. The one design class is a very competitive, fun group of people. Please call (510) 937-7024 for more info.

CATALINA 25. Swing keel, new bottom paint, new Larsen sails, 10 hp longshaft electric start, microwave, stereo, head, shore power, RDF, VHF, new rigging, E-Z Loader trailer. One year slip Santa Cruz available. \$11,900. (408) 685-2942 eves.

CATALINA 27, 1980. Excellent condition, worth your time to see. New bottom 5/93, superior racing history. Inboard Atomic 4 w/low hours, 2 mains, 4 jibs, spinnaker, VHF, KM, DS, compass, AM/FM cassette, dual batteries, 6 winches. \$11,900 obo. John (707) 446-9062.

LANCER 25, 1975. Good condition. VHF, depth finder, head, sleeps 4. Main, jib genoa. Honda 7.5 hp. Great Christmas present. Berthed in Alameda. \$3,000 obo. (510) 479-9096 or (510) 670-0590.

SOLING 26'11". Olympic class. New paint hull and trailer. Main, jib, spinnaker. Boat's in Lafayette. \$1,800 firm, no trades or offers. (510) 283-5547.

CORONADO 25. Good condition. New jib, 6 hp o/b, 2 speed winch, updated rigging. Great starter boat. Berkeley berth. \$3,200 obo. Alan Tepping (510) 222-6635.

CATALINA 27, 1981. Well maintained dinette model in Dana Point slip. Racing sails, roller furling, wind, speed, depth, Loran and two anchors. 16 gal. water tank. Nissan 8 hp. Recent bottom paint, new battery and charger. Moving. \$9,600. Ed (818) 919-2994.

PEARSON TRITON. Six bags of sails, full keel, four bunks, enclosed head, heavy two axle trailer. Universal Atomic 4 gas engine. Top condition, loaded. \$13,000. (916) 221-1985.

PEARSON ARIEL 26, 1967. Very good condition. Fun, solid, stable, swift enough Bay and Delta cruiser. Six sails including Hood main and jib. New VHF with cockpit speaker. Well equipped: BBQ grill, anchors, etc. Moving forces sale. \$4,200. (707) 584-1770.

CATALINA 27, 1971. 9.9 o/b, 4 sails, compass, VHF. Very good condition, excellent Bay boat. Coyote Point slip. \$7,500 obo. (415) 366-5400.

PEARSON 26, 1976. Excellent condition, clean inside and out, sleeps 4, VHF, head, 3 sails, 9.9 Johnson, ready to go, must sell, buying larger boat, reduced to \$7,100 for fast sale. Call (510) 682-2580.

28-FT CAPE DORY SLOOP 1978, Alberg designed, quality, full keeled sloop/aux., diesel, rerigged for serious sailing. Teak/oak interior, VHF, AC/DC, fathometer, twin Ritchie compasses, tri-color, boom gallows, Force 10 heater, Optimus stove, ground tackle, etc. \$23,500. (805) 984-8889.

25-FT CHEOY LEE, Frisco Flyer 3, f/g hull, teak decks, Volvo MD1 diesel, KM, VHF, DS, boat and sail covers. New rigging and cushions 1989. Needs boom paint & cutlass brg. The weekend for S.F. Bay. 453-1001, day; 897-0087, eve. \$5,795 obo.

EXPRESS 27, the best one-design. New mast, boom, and rigging. Two suits of kevlar sails; one set of blade, main, and spinnaker new. \$17,000. Call 852-9960. Must sell.

NUNES BIG BEAR SLOOP. 28'6" LOA, 7'9" beam, 4'6" draft. Built 1939, fir on oak, VHF. Excellent performance cruiser offers standing headroom and liveaboard potential. Needs attention. \$1,200. (415) 282-3007.

ENDEAVOUR 26. San Francisco Sailing Foundation (SFSF) needs to sell this boat. Located at Marina Village (Alameda); includes 5 hp o/b. Good boat; great price. \$1,500 obo. Nils Andersson, (510) 682-8650.

MERIT 25, 1982. 5 sails including spinnaker. EZ Loader trailer, Honda 10 hp motor. Fantastic condition, sailed in fresh water only. Lots of extras. \$11,700 obo. Mark Daniel, (702) 746-3642; (206) 298-6140.

28-FT HALBERG SLOOP, 1957. Built in Sweden. Planked over bent oak frames. Wine glass figure bow and stern. Mahogany trim. Much work done. Structurally rebuilt including mast step, hull refastened. Much to do. Nonworking inboard. \$1,500. (408) 423-6722.

25-FT SLOOP HOT DEAL f/g, diesel engine, 3 sails. Needs paint & TLC. Do the work and save. Only \$2,000. Good sailer. 2 cabins, slps 4, 5'9" headroom. Must sell now. Offer. (510) 769-1071, 6-9 eves.

OLSON 25, Santa Cruz built hull #99. Excellent condition, race ready, 9 bags of sails, new set of North sails, new epoxy bottom Oct. '93. New Johnson 4 hp o/b. VHF, KM, DS, Loran, stereo and more. \$16,500. Call Jim, (510) 933-0197.

ERICSON 26, 1969. New rigging & bottom paint last year, 10 hp electric start Chrysler o/b & VHF radio. A good stout Bay boat, in Berkeley Marina 0119. \$4,900, offer. Call (916) 721-4888 or (916) 927-7106.

28-FT PEARSON TRITON. Solid full keel f/g sloop. 6 sails, spinnaker, good singlehander. Improved structural mast support. Solid offshore, liveaboard or great Bay daysailer. \$10,000. Call Bill, (707) 745-4864.

CAL 2-27, 1978. Pristine condition, Universal diesel, 4 head sails & main, compass, VHF, DS, knot log, AM/FM cassette. Last hauled 3/93. Shorepower, battery charger, automatic bilge pump. Sleeps 5, stove, holding tank head. \$18,500. (510) 432-9255.

CONTESSA 26 SLOOP, long deep keel, rigged for single handed ocean cruising, 5 hp Petter diesel aux. \$10,000. (707) 864-2135.

28-FT WOOD SLOOP. Double ender, 100 hr. diesel, 50 gal. alum. & SS tanks. All teak trim & deck, teak & holly sole, CQR with winch, 200-ft. chain, Barient, AB refer, Ritchie, Signet needs finish work. \$8,600. Trade for smaller boat w/ trailer. (707) 829-0320.

WYLIE 27 Wildflower. Well-known custom offshore cruiser/racer built for singlehanded, sloop/cutter rig. Original owner. Comfortable, strong, seakindly, and fast. South Pacific veteran. Diesel, propane, solar, GPS, EPIRB, VHF, inverter, dodger, inside steering option, AP, 9 sails. \$24,500. Skip Allan, (408) 475-0278.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast support, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions. 8,500 lbs for \$14,110. Myron Spaulding, (415) 332-3721.

1993 NORSEA 27. New and ready to launch for first time. Still at Norsea factory. Divorce forces sale. Asking \$59,900. (310) 335-4616. Call anytime, lv. msg.

1959 JOHN HANNA DESIGNED Gulfweed ketch, 28-ft on deck/33-ft overall. Fir over oak, gaff-rigged main, 8 sails, Volvo diesel, VHF, stove/oven, maple/mahogany interior. Sails gracefully on Bay or open waters. Solid and beautiful. Asking \$9,000. Ariel, (707) 539-3711.

PEARSON TRITON 28-FT, 1962. Well maintained classic, new engine, comfortable Bay, Delta, coastal cruiser. \$9,000 obo. (510) 284-9364.

CATALINA 27, 1974. Don't call if you want a fixer-upper. This Delta tall rig has new/nearly new mast, boom, Pro-line bottom job, 9.9 Evinrude, cushions, sails and rewiring. VHF, KM, DS, WI, spinnaker, club jib. \$9,250. (209) 462-3808.

DIESEL FUEL FILTERING

Process Scrubs, Polishes, Removes Algae, Dirt, Rust & Water from Diesel Fuel.
Includes Internal Tank Wash Down.
YOUR BERTH OR BOAT YARD. (510) 521-6797

Harriet's Sail Repair
415-771-8427
S.F.



KENT PARKER Marine Surveyor

• CONDITION SURVEYS • TRIP SURVEYS •
• MAST RIGGING SURVEYS •

415-457-5312

PAGER 415-491-3643



NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

1. Boat Remains in Berth
2. Owner's Presence Not Necessary
3. Eliminates Deviation

Dick Loomis

(415) 453-3923 days or eves.

NORSEA 27. Aft cabin, tall rig, 6 sails, diesel, radar, autohelm, GPS, DS, VHF, anchors, chain, dinghy, o/b. Hauled 3/93. Located in Baja, ready for this season on the Sea of Cortez. \$33,000 obo. Call (209) 267-5989 or (209) 267-5388.

COLUMBIA 26, hull #1. Hauled, bottom paint mid summer. New cushions, fabric, batteries and gas tank. Recent carb rebuild. New main genoas and jib. Keep this classic sailing. Priced to sell, \$4,500 obo. (707) 546-7207. San Rafael berth.

BRISTOL MKII 27, 1976. Mexico vet. Beautiful condition. AP, KM, DS, VHF, 2 mains, 4 jibs, self-tacking jib, stove, head, Atomic 4. Full keel with lots of storage makes this a fantastic coastal cruiser. Berth included. \$14,500. (408) 270-5659.

NORDIC FOLKBOAT 25. Aluminum mast, heavy rig, 4 sails, s.s. winches. \$2,800. Call Dave, (707) 823-3665.

GOT A BOAT you don't use but can't sell for a good price? The "soft" boat market and retroactive tax increases make donation an excellent option. Call the Sea Scouts for estimated tax benefit and a prompt resolution of your "problem." Call (800) 428-0802.

29 TO 31 FEET

MOORE 30, with trailer, would consider delivery. \$21,000 obo. (408) 732-3635. Please lv. msg.

CAPE DORY 30, 1979. Top quality cruiser that looks good and sails well on all points. Low hour Volvo diesel and new full cover. Spanker, genoa, epoxy bottom and most equipment less than 4 years old. Last hauled 5/93. Great Bay and Delta performer. Moving forces sale. Lowest CD 30 in country at \$34,000. Alameda Marina #719. (510) 443-4126 eves.

CATALINA 30, 1988. Freshwater boat. Standard rigging. Diesel, wheel/pods, compass, VHF, h/c pressure water, CNG stove/oven, shower/head, macerator, generator, shore power, 2 gas sniffer systems, hailer, BBQ, 2-speed self-tailing winches, refrigeration, Alpine pull-out stereo, windlass, CB, dual batteries, extra teak, lifelines/safety net, solar panels, cockpit cushions, colored sail. One owner, on trailer 80% of life, never been in salt water. Factory trailer. Boat Show condition. \$48,000. (707) 725-1877.

CATALINA 30, 1982. Excellent condition. Many extras. Tall rig, new engine only 16 hrs. Cash or trade smaller boat for equity, assume low payments of \$323 per month. Ken, (415) 381-7310, dys; (415) 332-3372, eves.

NEWPORT 30. Well maintained 1968 cruiser. White hull, blue trim, new Hood sails, full batten main with roller cars, ProFurl, lazy jacks, single-line reefing, all lines lead aft, Edson wheel steering, teak binnacle table, dodger with sun roof, electric head, Atomic 4, pressure water, 110 VAC wired, extensive custom tead added inside and out. \$17,500. 50% partnership may also be possible. See in SFO at South Beach Harbor, E-63, (408) 221-4139.

ALBIN 29. Swedigh design. Yanmar diesel. Bought new in 1982 for \$40,000. Super boat. Just hauled. Priced way below market value at \$13,900. This is a steal. Call Bock (510) 382-0222.

CATALINA 30, 1992. Roller furling main and jib. Wing keel. Universal 30 diesel, freshwater cooled. Electric winch, ac/dc refrigeration, dodger and bimini, wheel steering, Autohelm 4000, DS, KM, wind indicator, VHF, SS propane stove, double sink. \$49,900. (415) 435-2777, fax 435-76120.

CAL 30, 1966. Major price reduction. Fast, tough, stable full keel cruiser/singlehanded racer. New Atomic 4, 1980. Great sails, new rigging, electronics, tiller pilot, etc., etc. Over \$4,000 in recent upgrades. A steal at \$14,000. (408) 741-0880.

ERICSON 30, 1984. First \$25,000 takes. Loaded w/all the neat-jet gear. In super clean condition w/very low engine hours and many improvements. 7/93 haulout. It's not a good deal, it's a great deal. Call for info. sheet. (805) 773-5738.

CATALINA 30, 1985. Well cared for cruising vessel with many extras. \$35,000. Please call (408) 371-9576 or (510) 522-6059 for details.

ERICSON 29, 1971. Atomic 4 inboard, furling jib, 2-speed winches. All gear and 3-man inflatable included. Hauled and painted 1991. No blisters. Well-maintained. \$14,000. Berkeley slip. Call David (510) 642-3132, dys; (510) 883-9542, eves.

CLIPPER MARINE 30, '76, 6 bags + spinnaker, like new 9.9 Evinrude, gas stove, AC fridge, good liveaboard. Ready to sail. Looks, runs and sails great. Martinez berth. VHF, TV; must see to appreciate. Compare prices at \$7,000. Call (510) 229-5812.

ROBERTS 30, 30'10"X10'X5'6", 13,000 lbs. Custom built Junk Rig, just returned 19 month So Pac cruise. Yanmar dsl., Icom HAM, VHF, DS, SiTex GPS, windvane, Navico A/P, f/g 8' dinghy, 65 gals. H2O, 30 gals fuel, 5 sails, massive storage. First class construction throughout. Positive flotation. This is a performance cruiser, especially built for single/double handed sailing & has done 6.25 knots sustained average for 75 hrs, 470 miles. Located So. Cal. (714) 831-7641. Asking \$35,000.

CHEOY LEE OFFSHORE 31, 1973. F/G sloop, wheel, diesel, teak decks, custom cover, fresh water maintained. \$28,000. Also 11' Dell Quay (Whaler) with 25 hp Evinrude. \$3,000. Separately or packaged at \$29,000. (415) 479-7031, dys.

ERICSON 30+, 1980. New Autohelm instruments and bottom paint 7/93. Yanmar diesel, Martec prop, Loran, wheel, H&C pressure water, shower, propane stove, battery charger, and much more for only \$23,950. Call Paul, (415) 363-6473, dys or (415) 593-0405, eves.

30-FT KNARR #63. Good boat, recent rebuild, top performer in racing fleet. Make offer. 485-0848, Bruce.

CAL 2-29, 1978. Rebuilt Farryman diesel, 2 jibs & mainsail w/covers, 2 speed winches, instrumentation, sleeps 6, berthed in Berkeley, BBQ, sinks, shower, head, icebox, water tank, pilots wheel, compass, VHF. \$20,000 obo. Call Steve, (510) 524-6084, (510) 524-7759.

BIRD #2, Curlew, 30-ft sloop, fir on oak, teak cockpit, built 1922. Very sound hull. 3 suits sails, 6 hp Seagull. Active racing class. \$3,900. (415) 661-9421.

NEWPORT 30 II, 1979. Diesel, tiller, KM, DS, Loran, AP, spinnaker and more. Ho, ho, ho. This boat's gotta go. \$17,900 or make real offer. (707) 745-0615.

A CUSTOM BUILT offshore liveaboard sloop. C-flex f/g flush deck. Easy single handling. Great, proven performer. All best equipment. Strong, safe and functional. Many extras. Completely rewired, repainted, revarnished interior. Have exterior paint. On trailer. Information pamphlet available. \$10,000. (805) 929-4077.

31-FT BOMBAY CLIPPER, 1978. Comfortable liveaboard/coastal cruiser. F/G, strong, diesel (Yanmar), 11-ft beam, 6-ft plus headroom, shoal draft, sleeps 5 (2 dsls), wheel steering, shore power & more. \$18,500, make offer. John, (510) 657-2260, eves.

BODEGA 30. Full keel custom built. Immaculate, lovingly maintained. Volvo diesel, solar panels, dodger, autohelm, KM & DS, Furuno radar. Cruising spinnaker. Teak interior, propane stove w/oven. Adler-Barbour, sleeps 4. Mexico vet, ready to go again. \$29,500. (408) 245-7935.

CATALINA 30, 1978. Diesel, all teak interior, tall rig, roller furling genoa, wheel, 2 water tanks, pressure water, macerator, double lifelines, double sink, radio, nonskid decks, shower in head. One owner. Well maintained. \$18,300. (415) 387-4265.

TAKE A LOOK AT THIS '83 HUNTER 31. Excellent cond. Yanmar diesel. Good sail inventory. VHF, RDF, wind, speed and depthsounder, compass, two anchors. Great for Bay and coastal cruising. Reduced to sell at \$29,499.99. What a great buy! (707) 823-9669.

ISLANDER 30 BAHAMA, 1979. Volvo diesel, VHF, wheel, compass, depthsounder, Digital knot log, shore power, main sail and 3 jibs, insulated headliner stove, hot water, etc., etc. Asking \$23,000. Will consider offers. (415) 364-1675.

ERICSON 30, 1969. Roller furling, excellent sails, knotmeter, refrigeration, stereo, shore power and water, battery charger, wood stove. Roomy, strong and sound, but needs new engine. \$10,000. Jim (415) 664-8811.

GOT A BOAT you don't use but can't sell for a good price? The "soft" boat market and retroactive tax increases make donation an excellent option. Call the Sea Scouts for estimated tax benefit and a prompt resolution of your "problem." Call (800) 428-0802.

PEARSON ARIEL 26. Clean, well maintained classic Alberg designed F/G. Full keel, shallow draft. Stable, solid Bay cruiser. Sleeps 4. Storm jib, genoa, spinnaker, whisker pole. 6 hp Johnson long shaft. \$4,950. (415) 435-9086.

32 TO 39 FEET

1978 RAFIKI 37. As is, where is. Located in Pago Pago, American Samoa. Damaged in Hurricane Val December 1991. Marine surveys report available. Video of boat can be arranged. Tel. or fax to 011-684-699-4069. Make offer.

35-FT CT cutter-rigged ketch, F/G, 1976, 27 hp dsl., good sails, 12V refer/freezer, hot/cold pressure water, solar panels, shower, propane stove/oven (Gimbalead), two 8d batteries, wood interior, stained glass, classic lines. \$39,900. Cruise ready! (619) 429-8587.

FISHER 37 Pilothouse ketch. Motorsailer, 1980, 80 hp Ford Saber diesel, 120 gal H2O, 120 fuel, wind s/d, depth, log, speed, 2 VHF, Loudhailer, CB, aft cabin, Avon. \$125,000. (408) 624-7210.

HUNTER 37, 1984. Super clean, low hours, sail/cruise, furling jib, Yanmar 30, wheel, stereo, VHF, WS/WD, charger. Asking \$50,000/offer. Call (415) 435-2924.

HINKLEY 38 SLOOP. Superb condition, very well equipped for race/cruise. Many sails, life raft dingy o/b. \$89,500. (415) 347-6934.

RAFIKI 35, 1980 (#28). Two boat owner must sell this beautiful offshore cruiser/liveaboard in excellent condition. Redwood City berth. Full boat cover. Teak decks, rails and trim. FG/Airex hull. Diesel, dodger, loaded w/extras. Call for information package. \$59,900. (415) 595-3094.

32-FT WESTSAIL. Finest you'll see. New Perkins 4-108 dsl, Hood furling on jib and staysail. 8 self-tailing two-speed winches. All lines lead to cockpit. Windvane, AP, bow and stern, anchor, windlasses. Hot and cold pressure water. Diesel fireplace; cozy. \$58,000. (408) 735-9190.

INEXPENSIVE CHART PORTFOLIOS!

Reproduced on Heavy-Weight Xerox Paper, Alaska to Panama, South Pacific, NZ, Aust, Mexico, Caribbean, Med., and more. Sample Chart \$2.00. DMA & NOAA originals too! 16 Years Quality Service. BELLINGHAM CHART PRINTERS • P.O. Box 1728L Friday Harbor, WA 98250 • (800) 643-3900 • Fax (206) 468-3465

IN HARBOR ELECTRIC

Boating Equipment Installation, Repair, and Service

Electrical Surveys and Needs Assessment

Steve Keefe

(510) 236-5419

TIME FOR NEW BOAT CURTAINS? PLEATED PORT SHADES?



Our Custom Work comes complete ready to install.

CURTAIN LOFT (Division of Bailiwick, Inc.)

1 N Amphlett-B, San Mateo, CA 94401

Questions • Quotes • Appointments • (415) 342-5625

Quarry - SeaScript

BOAT NAME COMPANY
CLASSY, AFFORDABLE VINYL ADHESIVE GRAPHICS
(800) 982-7779 FREE BROCHURE (510) 651-7326

COURTESY FLAGS

12" X 18" for \$10 (Yes, \$10)

Pacific, Caribbean, South America, Med, Africa, etc. Handcrafted, sewn by sailors.

Quality Materials. Fast cruising schedule turnaround. Catalogue upon request.

Christine Davis Flags, P.O. Box 22303, Fort Lauderdale, FL 33335

MARINE SURVEYOR

Serving all Bay and Delta Areas

JOHN HALLANDER, P.E.

• Sail and Power • Fiberglass, wood, metal • 40 years experience

• Free phone consultation • No travel charge • 24-hr service available

Pt. Richmond (510) 237-8412

Bethel Island (510) 684-3454

FARRALLON CLIPPER 38, 1962. Mohogany with epoxy sheathing, LP paint, new rebuilt Yanmar w/0 hours. New rigging, SSB weather fax, extras. 5 bags sails, self-tailing winches, propane stove, autopilot, ground tackle. \$36,500 or trade for light plane. (310) 833-7228.

CAL 34 MK III, 1979. Loran/plotter, RDF, autopilot, Harken furling, Westerbeke 30 hp diesel, VHF, depth, knot log, CNG stove/oven, wheel steering, AM/FM cassette, holding tank. Excellent bottom. Documented. \$26,500/offers. (805) 489-8916 or (805) 481-2595.

ALBERG/ERICSON 35, 1966. Classic coastal cruiser. New: Yanmar dsl, Sobstad 90% jib and main, rigging, LPU mast and boom, gelcoat decks, bottom paint, 2-spdl Barient and electronics. Reduced to \$27,000 firm. Mike (415) 824-1959 anytime.

CATALINA 34, 1987. Roller furling. Interior/exterior like new. New varnish on all teak. Microwave. VHF, knot, depth, wind instruments. Very low hour diesel. Best buy at \$54,500. (916) 427-2732. Benicia.

RANGER 33, 1978. Excellent condition. Tall rig, DS, KM, VHF. Sail inventory: main, 85% and 110% jibs. Self-tailing Barient winches, custom bow roller. 3 anchors: 1 Bruce, 2 Danforths. Cybernet stereo w/cassette. \$28,000. Call (510) 222-3477, lv msg.

UNION 36, 1985, Serenity. Well equipped, solid, classic Bay boat with world cruising capabilities. Excellent condition. \$84,000. Call (408) 984-0834 for details.

PEARSON 32, 1982. Diesel, h/c water, wheel, roller furling, Loran, dodger, wind curtains. Great buy at \$29,500. Dean Brennan (408) 252-2831.

EXPRESS 37, 1986. Customized for IMS. New Awlgrip hull and deck, new Sobstad and North inventory, Ockam instruments, all Harken gear and many more options. New condition. Ready to sell now! \$84,000. D: (804) 461-1065 and (804) 467-7765.

CATALINA 36, 1986. Excellent condition, new epoxy bottom, varnish. Harken furling with 110 and 150. WS, KM, DS, VHF, Loran, Autohelm 3000, dodger and weather clothes. Liveboard set-up: refrigeration, microwave, stereo, electric head, track lights. \$59,900/offers. (510) 814-8354.

SWAN 38, 1974. Fiberglass deck, Volvo 2003T diesel '92. Max prop, furling headstay, 14 sails, CD, Loran, B&G, Icom VHF, new head, Muir windlass. \$115,000. (503) 289-6633.

BENETEAU FIRST 345. 35-foot, 1985/86, aft cabin racer/cruiser. Loaded. An absolute 10+. Refrigeration, Autohelm, dodger, shower, electronics, Harken split drum furling system, etc. Large inventory of sails. Ready to race or cruise in complete comfort. \$65,000. (310) 833-2181.

CAL 34, III, 1978 Westerbeke dsl. SSB, VHF, Loran, RDF, AP, windvane, dodger, propane range & heater, refrig. new head & holding tank, 2 mains, 3 jibs, 2 spinnakers, documented. Cruise/race/ singlehand. Asking \$31,400. (510) 481-1862.

LAPWORTH 36, sloop, large sail inventory, complete refitting finished June '93, cruised to Hawaii and coastal, VHF, Loran, SSB, removable dodger, Barient winches, sleeps 6, 2 anchors chain-rode, great liveboard. Santa Cruz slip available. \$22,000/offers. (408) 475-8020, Jim.

CUSTOM PILOTHOUSE SLOOP 37-ft, 1985. Reduced to \$99,000. Replacement cost \$250,000. Cored f/g hull, custom details, outfitted and maintained by professional mariner. Call for specs and picture. (702) 831-7505.

CUSTOM CHOATE 33. Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank etc. Photos, survey, equipment list upon request. Moored in Marina Del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

38-FT DOWNEASTER CUTTER, 1979. Fully equipped. Includes roller furling and Doyle stack pack; Bruce, CQR and Danforth anchors; Avon with o/b. Santa Barbara 40-ft marina 1 upwind slip available. Trade for 45' to 65' sailboat. \$59,500. Excellent condition. (805) 966-6684.

FREYA 39 SLOOP design ocean cruiser, cored hull, 3 cyl Yanmar diesel, 45' mast, winches, roller furling head sail, DS, interior incomplete, stove, refrigeration, tanks for H₂O & diesel, sails, ready to sail - finish interior. \$50,000 obo. (707) 257-7872.

SPENCER 35-FT. Sloop, new diesel, mainsail, Aries windvane, dodger. Extensive parts and equipment. Many upgrades. Documented. \$32,000. (408) 724-5040, after 7 PM.

FORMOSA KETCH 35-FT, 1977. This spacious cruiser is completely upgraded and in excellent condition. Low hours on rebuilt Volvo diesel. New rigging, canvas, AP solar, shower, microwave, refrigeration, stereo, VHF, DS. Cruise ready, located San Diego. \$39,000 obo. (619) 523-2440.

LANDFALL 39. Pilothouse cutter. 1977. Warm, comfortable cruiser or liveboard. 70 hp rebuilt diesel, f/g hull, teak decks, new Autohelm electronics, fridge, diesel stove, inverter, H/C pressure water, Loran, VHF, life raft, dinghy with o/b, much more. Excellent condition. \$70,000. Jim, (415) 664-4579.

36-FT ISLANDER SLOOP. Great liveboard, local and long distance cruiser. Vintage 1972, super strong. 1993 survey available for serious buyer. I am motivated to sell now. Call Joe, (408) 423-4230, eves or msg.

ERICSON 34, 1987. Like new inside and out. Many extras including 3-blade Max Prop, Harken furler, North sails, Aeroluff jib and gennaker, line-control whisker pole, battery charger and gel batteries, full cover. \$72,000. (408) 257-0638.

LAPWORTH 32, stripped plank mahogany sloop. (1960). Owner moving inland and must sell. Asking \$8,000. Engine needs work/replacement. Sails like a dream. Sold as is. Owner sailed to Hawaii in 1987. Call Sam at (408) 438-6470 or Liz (408) 922-6694, dys.

1981 CABO RICO 38. Excellent condition. Teak deck, newly refinished britework and cabin sole, healthy Perkins 4-108, new transmission, electric anchor windlass. Great cruiser. \$75,000. (510) 475-7205.

WESTSAIL 32. factory built Mark II. A bluewater yacht with an available liveboard slip or ready to cruise. Clean and in very good condition. Half Moon Bay. For more info., call (415) 728-0259.

35-FT '78 YORKTOWN SLOOP. Comfort. Liveboard. Solidly built; hull in great shape; diesel engine needs some work. Pier 39 slip. Moving, must sell. \$10,000 obo. (415) 986-4849.

32-FT SAILBOAT CUTTER. Perfect liveboard w/Albin diesel. Serious inquiries only. \$10,000 firm. (415) 331-9549.

CAL 39-2, 1978. Excellent condition and lots of equipment. Perkins 4-108 diesel, Harken furling, 6 sails, spinnaker, Alpha AP, Loran, Signet knot/log, WP/WS, DS, propane stove & heater, fridge, folding & 3 bladed props, dodger, good ground tackle. Liveboard or go cruising now. A real value at \$62,500. Call (510) 490-3011.

CAL 11-34, 1975. Westerbeke 4-cyl. diesel, roller reefing, wheel steering, VHF, LNG range, power hot/cold water, sleeps 6. Large cockpit for day sailing. Enrolled in Sausalito Sailing Club charter program, providing income/professional maintenance. \$24,000. (415) 383-3668.

SABRE 34 AFT CABIN MARK II, 1989. Beautifully designed (Best boat of the year 1986, *Sail* mag.) Fast and ocean worthy racer/cruiser. Professionally maintained in excellent condition. Epoxy bottom. Basic inventory. \$79,500. Principals only. (510) 655-8800. Also Signet wind inst.

36-FT CATALINA, 1982. Diesel, furling jib, spinnaker, radar, Loran, VHF, depth, knot, autohelm, batt. chrg, fish find., stereo, hot/cold press. water, bilge pump, Zodiac dinghy, bottom done 9/93, etc. Best boat for Bay and coast. \$44,000. Call (510) 838-9048, h; (510) 977-4735, w.

RANGER 37 by Gary Mull. Fully equipped and ready to sail. USCG documented. Modified keel and rudder give positive control in any breeze. 14 sails, 12 winches. Berths for 9. Oiled teak interior, extensive electronics, holding tanks. \$33,000. (510) 939-9885.

ISLANDER 36, 1972 Good cond. 45 hp dsl., no blisters, must sell. \$25,000 make offer. Call Jeff at (510) 683-4205, wkdays/msg or (510) 490-5987, wknts/wknds.

GULF 32 PILOTHOUSE sloop, successfully cruised, and is now in San Carlos, Mexico. Perkins 4108, transmission, LPU, rigging all new in '91. Inventory list available. \$33,000 obo. Call (602) 432-7264.

TARTAN 37, 1978. Wonderful, strong stable, cruiser/racer. Sparkman-Stevens, numerous upgrades, immaculate interior. Diesel, ProFurl, dodger, elect. windlass, spinnakers, Force 10 stove & heater, refrigeration, Autohelm, documented, VHF, Loran, KM, DS, WP, newer rigging, shaft. Hauled 4/93. Much more. \$65,000. (510) 236-5839.

1988 36'9" LOA 36' LOD steel Roberts Spray cutter rig aft cockpit. Built for two to cruise in comfort and safety. Recent haul and paint 1990 Mexico vet. Ready to go again. Major price reduction to \$70,000. Call now. Won't last at this price. (619) 426-0706.

TARTAN 37, 1976. Harken furler, Westerbeke 40, all self-tailing, dodger, lee cloths, 90 gal water, 50 gal diesel, windlass, press. water. Wonderful condition. \$49,900. (408) 758-9361.

HUNTER 36. Rebuilt engine, new sails, new steering and rudder well maintained. Sausalito berth. Assume low interest loan or \$26,000 cash. Call (707) 224-2076.

ISLANDER 36, 1973. Diesel, full lead keel, pedestal steering wheel, compass, depth finder, knotmeter, stereo, VHF, stove/oven, sails, batteries, chargers, anchors, ice box, sink, head, sleeps 6, spinnaker pole. Won Islander Regatta Championship, 4 match races. \$29,000. (415) 721-7974.

CAL 39, 1979. Newly rebuilt Perkins and transmission. Refrigerator/freezer. Inverter, autopilot. Beautiful condition. \$69,900. Ask for Tom (619) 438-8562 days; (619) 434-4992 eves.

EX-ONE TON, FARR 36. Cold molded. Has fire damage. Convertible to IMS/cruise. New diesel, rebuilt spars, 12 bags sails, B&G, VHF, 8-man raft and safety gear. Epoxy bottom/Micron, custom paint/graphics. \$20,000 terms, obo cash. Serious inquiries only. (510) 357-8768.

32'6" PEARSON VANGUARD, 1965, #273. Dodger, windlass, bow roller. Mahogany interior. Autopilot. Excellent condition. Must see. \$21,500. (415) 491-4971.

COLUMBIA 34, 1970. Great cruising or liveboard. H/C pressure water, 6'3" headroom, 2 burner stove/oven, gas inboard, tiller, sleeps 7, new main sail. Possible owner finance. Great price of \$26,500. (510) 313-9319.

MAIL SERVICE AND MORE

Serving Cruising clients with mail forwarding, message service and marine supplies. Visa/Mastercard
St. Brendan's Isle, Inc. • 60 Canterbury Court, Orange Park, FL 32065
1-800-544-2132

SAILING SIMULATOR III SOFTWARE
NEW RELEASE VGA 256 COLOR for IBM 386/486 Compatibles
Four boats 14' to 42'. West Coast Voyages Avail. ORDER, INFO. or CATALOG
DOLPHIN MARINE SYSTEMS, INC. Call 800-367-3622, 215-269-6800.

SAIL ALASKA

Cruise the Southeast Alaska Wilderness
Bareboat and Skippered Charters. Gene Buchholz, Captain
Waltzing Bear Sail Charters (907) 747-3608
4600 Halibut Pt. Rd., Sitka, AK 99835

FERRARI BOATWRIGHT SERVICES

All marine woodwork.
Full shop and mobile services.
Dry Rot, Planking, Spars, Interiors Designed & Built.
453-5051

LANDFALL LEGALESE,

THE PACIFIC, ISBN 1-883628-22-9. Cruiser's guide to legal clearance procedures. Includes customs & immigration forms. 149 p., 8 1/2 X 11" format spiral-bound. \$29.95 pp.
A.E. Spears, Esq., 3419 Via Lido, Suite 228, Newport Beach, CA 92663

LEGAL PROTOCOLS

THE CARIBBEAN, ISBN 1-883628-02-4 describes clearance procedures in 14 popular areas. 45 p., 8 1/2 X 11" format spiral-bound. \$19.95 pp.

DOUG SHOTTON MARINE SURVEYOR

MEMBER OF N.A.M.S.

Telephone
(510)
235-6679

P.O. Box 121, El Cerrito, CA 94530



37-FT F/G CUTTER RIGGED, center cockpit aft cabin ketch. Great Sausalito liveaboard or add food and start cruising. Survey, no blisters. 1988 new Perkins 4-108. Custom fuel filter system, x-large alternator w/automac control. 1990: new rigging and lifelines. 160 gals water, 80 gals diesel. Easy single or shorthanded sailing. Roller furling jenny, Hood drifter. Large interior, 2 private staterooms, much storage, fireplace, new propane stove and refig, pressure water. Electronics include Signet windgear, knot, depth, Loran, VHF, RCA 12v color TV and VHS, starting and large house batteries w/charger, Seth Thomas clock and barometer, Autohelm 3000 and pathfinder windvane. Custom awning, new cushions, windlass, large anchors, lots of chain and rode. Some scuba gear. Reduced for quick sale, \$65,000. (415) 331-2614.

PEARSON VANGUARD, 1965. Classic full keel sloop. Beautiful condition. Equipped for cruising. Rebuilt Atomic 4, 7 sails, dodger, self-tailing winches, windlass, 3 anchors plus chain, GPS, Autohelm, fishfinder, Loran, plus much more. \$23,500. Call Kris (510) 814-9371 or Barbara (503) 862-2153.

GOT A BOAT you don't use but can't sell for a good price? The "soft" boat market and retroactive tax increases make donation an excellent option. Call the Sea Scouts for estimated tax benefit and prompt resolution of your "problem." Call (800) 428-0802.

REDUCED, MUST SELL. Ericson 38, 1981. Rare enclosed quarterberth, roller furl, pressurized water, water heater, full shower, dodger, hydraulic backstay, Cole stove, lots of teak, double ice box, all lines aft. (415) 728-0951 or 292-4867. \$55,000 obo.

CAL 34, radar, Loran, VHF, wind dir/speed, log/knot, new rigging 1991, 4 jibs, roller furling, 2 spinnakers, 8 winches, 2 anchors 100' chain, folding prop, dodger, drifter, main like new. Refrigerator, SS stove, strong Atomic 4. \$22,000. (805) 473-3257.

40 TO 50 FEET

44-FT NORDIC 1981. Quality performance cruiser. Westerbeke diesel, 6 sails, Max Prop, Harken roller furling, 4.2 kw genset, Furuno radar, Stephens SSB, Icom VHF, windvane, Alpha AP, Sony color TV, Givins life raft, Seafoam refrigerator, HRO Systems watermaker. \$130,000. Trades considered. (503) 265-2852.

1981 ENDEAVOUR 40, center cockpit, sloop liveaboard/cruiser, 50 hp Perkins 4-108 many extras. \$69,950 or trade for equity. (510) 428-4918.

CHEOY LEE OFFSHORE 41 KETCH, Ray Richards design; customized for world cruising; comes with everything from Henri-Lloyd foul weather gear to spare parts, and backups to backups including GPS, SatNav, Loran, sextant, 600 feet of chain, 10 sails, inner forestay, jiffy reefing, refig, large chart table, Givens, class A EPIRB, solar panels, davits, dinghy, o/b, rack and pinion steering, Perkins 4-108 new 1986, expanded battery compartment with 2-200 amp hour batteries, AP, emergency generator, full awnings, dodger, Gas Systems stove, natural gas and propane and Highseas medical kit among other things on five page equipment list. Recent survey; beautiful condition. Replacement \$220,000, sacrifice for \$75,000. (805) 569-5225.

48-FT SOVEREL KETCH 1985. Fast, comfortable cruising at it's best. US-built can be chartered. Very well equipped, excellent condition, ready now to cruise again after 3 years in Caribbean. Available in Florida. \$139,000. Call (800) 422-4663, ext. 400; lv. msg. please.

CT41 KETCH, excellent condition, FG, 50 hp Perkins 4108, R. furl jib/staysail, fuel 150 gal, water 135 gal. H/C pressure, ac/dc refer., propane stove, Micro, AP, Loran, equip. for cruising, many extras. Documented, new bottom paint. \$68,000. (209) 529-5508.

WORLD CLASS MOTORSAILER, Mapleleaf 50. World Class comfort and style, fully equipped. \$235,000 terms avail. Details & brochure. (503) 245-9693.

HANS CHRISTIAN 41T, 1984. Better than new condition. Many special features. Professionally outfitted by master rigger for world cruising. New sails. Low mileage Mercedes 72 hp. New genset. New water-cooled refrigeration. Must be seen. \$195,000. (619) 425-2113.

HANS CHRISTIAN 41 TC, 1986. USCG documented. In the South Pacific now. Walk aboard and sail away. Fully equipped: spare parts, rain gear, electronics, etc. Will sail to Tonga, Fiji, New Zealand or Hawaii for you to pick up and begin your dream cruise. For information, equipment list, and/or pictures write to: N. DeStael, 505 W. 45th St., Vancouver, WA 98660. Questions may be faxed to Liz at 011-676-70-130. A wonderful boat at \$169,000. No brokers.

CHEOY LEE OFFSHORE 41, Richards design ketch, 1978. "Custom" tri-cabin layout, Alpha pilot, ProFurl, Maxwell windlass, refrigeration, diesel heater, Perkins 4-108. Great liveaboard/voyager. \$72,000. (707) 579-4298.

INSURANCE SALVAGE SALE. Eclipse 44-ft Tuttle, Schumacher custom design. High tech racing sailboat, holds many records, including the Tower to Tower race. Condition: hull appears to be in fine shape, rigging partially salvageable. Minimum salvage bid \$12,600 on a closed bid basis. Salvage is located at Harbor Marine Inc. Santa Cruz, CA. Contact Bill at (408) 429-9927.

ISLANDER TRADER MOTORSAILER 46-ft, 1983. LP & bottom paint 6/93, cruised Mexico 4 years, 120 Ford Lehman, 700 fuel, 450 water, radar, GPS, large aft stateroom. Completely outfitted for extended cruising or great liveaboard. \$139,900. San Diego, (909) 860-9678.

1976 CAL 2-46 SLOOP rig. Excellent condition. hard convertible dodger, 85 hp Perkins diesel, 5 kw Northern lights generator, Autohelm 6000. Peerless has cruised Mexico the past two cruising seasons. She is uniquely equipped and ready to go again. \$112,000. (310) 374-2911.

CHEOY LEE OFFSHORE 40 tri-cabin in outstanding condition. Philip Rhodes design. Hand layup fiberglass hull to Lloyd's specifications. Burmese teak throughout. Perkins 4-107, low hours; Max prop; aluminum mast; new sails; Barent winches; B & G electronics; much more. (310) 397-0141.

PERRY 47 center cockpit cutter in Mexico. Full cruise equipped 1992. New mast, rigging, roller furling main and jib, Robertson and Sharp APs, weatherfax, 2 GPS, Si-Tex plotter, SatNav, Signet SmartPak (computerized monitor system), radar, watermaker, custom refer/freezer, 10k and 4k gensets, Gel cell batteries, Trace 2000 inverter + charger, SSB/HAM, VHF, 8-man life raft, EPIRB and 406 EPIRB, 9' Avon rollup, 8 hp Honda and more. Designed for cruising couple, lots of space. Health forces sale. \$150,000. Puerto Vallarta. Phone 322/102-75, FAX 322/101-41, Dick or Peggy, *Lucky Lady*.

CHEOY LEE OFFSHORE 47, 1972. New Perkins 4108, new electrical wiring, new D-series batteries, new water heater. Excellent condition. Dick, (510) 521-1246.

VALIANT 40, 1982, fully cruiser rigged, no blisters, full electronics, ex. cond. Ready for sea, many extras. (510) 521-1246.

EXCITING PROJECT. Steel hull for sale. Bruce Roberts offshore 44. Center cockpit ketch. Nice lines. Includes steel dodger, davits, railings, hull, deck and coachroof. Nice stainless bow roller and chainplates. Bare hull inside. Serious calls only. \$11,000. (408) 336-2442.

CT41, staysail Kt, all F/G, prof. modified & equipped for world cruising. Complete, AP, WM refig, etc. Too much to list. Call for details. Located in sunny Baja. Steal \$78,000. Call (310) 519-1208 or (310) 518-7640.

REPOSSESSION. 1979 Cheoy Lee Offshore 41. 2-boat owner must sell this great ketch quickly. \$46,450. Good condition; needs some elbow grease. (415) 974-9007. Leave name and address; I'll mail complete list of equipment & photos. Must sell soon.

TARTAN 41, 1975. Well built fast, stable, high quality Swan like f/g S & S design racer/cruiser. New propane stove, battery monitor/charger, Hi Sea's diesel heater, water purifier. 6 sails, 9 winches, diesel, stereo, VHF. \$52,500. Call (415) 742-8393, w; 728-5067, h.

48-FT DOUBLE ENDER CUTTER. Heavy construction, strip planked mahogany on laminated oak frame. Custom built by master craftsman for long range cruising or liveaboard. 85 hp Ford Lehman - under 500 hours, 100 gal. fuel, 200 gal water, 2 CORs, 400-ft chain. Wood Freeman AP, self-steering vane, refrigeration, h/c pressure, loads of storage, inflatable and more. Recent West System epoxy/Awlgrip deck and house. U.S. documented vessel. Just hauled and surveyed - excellent condition. Tremendous value at \$75,000. Call (714) 661-2181.

41-FT CHEOY LEE, 1980. Cruise or liveaboard, VHF, Loran, Autohelm 4000 AP, and Bidata speed/depth, Signet windspeed/point new dodger/sail covers, CNG, refrigeration, elec. windlass, 6 sails & spinnaker, 10-ft inflatable with 8 hp o/b. \$89,000. (408) 436-8496.

50-FT O.D. 6-ft bowsprit, classic Hope cutter. 2" teak and copper hull, teak decks. Fast and fun. Good condition. Sausalito. \$69,500. Call (415) 461-1145.

CHEOY LEE OFFSHORE 41. Ray Richards, 1976 f/g ketch, Kenwood SSB, Plastimo offshore survival inflatable, self-steering windvane, solar panel, Mariner charger, refrigerator, Perkins diesel, sailing skiff. Beautiful liveaboard. Priced for quick sale, \$67,000. Recently surveyed. (503) 469-0540 or 855-7083.

GOT A BOAT you don't use but can't sell for a good price? The "soft" boat market and retroactive tax increases make donation an excellent option. Call the Sea Scouts for estimated tax benefit and prompt resolution of your "problem." Call (800) 428-0802.

51 FEET & OVER

MacGREGOR 65. Excellent condition. Full teak interior, very fast 20 knots sail. 11 w/power. Best of everything. Maxprop, radar, Loran, Harken furling, complete electronics. Excellent boat for cruising. Extensive upgrades and improvements. (510) 745-6105.

GREAT LIVEABOARD. 54-ft Ferrocement motor sailer. 671 diesel. Owner wants offer. See at: Napa Valley Marina, 1200 Milton Rd., Napa, CA (707) 252-8011.

SCEPTRE 41 PILOTHOUSE, 1993

Bluewater performance cruiser with inside steering station and panoramic view from raised main cabin and galley. Low profile deckhouse. New MkII interior. B.C. built factory demo, cruise-away equipped. Outstanding opportunity. Vancouver, (604) 926-8556



STORM LEATHER

BEAUTIFUL AND PROTECTIVE LEATHER COVERS FOR: Wheels, Spinnaker Poles, Turnbuckles, Spreader Boots, Life Lines (415) 472-7559, San Rafael, CA

MICHAEL HEINER • MASTER PAINTER

• Traditional Expert Quality & Attention to Detail • Residential & Marine Painting
• Specializing in • Marblizing & Multicolored Finishes • High Quality Varnishing & Refinishing
• Complete Cosmetic Restoration of Fine Homes & Yachts
(415) 388-4225

Superior Yacht Varnishing

by Kerry Clark Spindler
For quality work based on experience with some of the finest yachts and waterfront properties in Northern California.
(415) 435-5165



SAILING/LEARNING ADVENTURE OF A LIFETIME

Explore Chile's spectacular coast, round Cape Horn, sail to Antarctica, Easter Island, Pitcairn or Marquesas by joining John Neal on his 42' Hallberg Rassy ketch *Mahina Tiare* for a sail training expedition. Brochure: Armchair Sailor, 2110 Westlake Ave. N., Seattle, WA 98109 • (800) 875-0852.

PRISM BOATNAMES offers more!

Free catalog of styles, colors, and graphics. Easily installed. Sensible prices. 19 yrs. of prompt service. PRISM #L, 2046 Westlake Ave. N., Seattle WA 98109 (206) 938-2474

60-FT FIFE design classic lines, steel cutter, DeVries built, 3 cabins, 6'2" headroom, sleeps 6, full sails, 60 hp dsl, world cruiser, needs skilled work - maybe 400 hrs + \$12,000 to restore to \$150,000 value. Asking \$64,000. (707) 823-7205.

58-FT GERMAN BUILT cutter, racer. Ready for conversion to cruising. Cold molded hull, 2 yr. old Westerbeke engine. Many sails, alum. mast, \$50,000. Mike, (415) 626-3275.

CLASSICS

PACIFIC INTER-CLUB #6, built in 1936 (re-built 1988). This is a fast vintage sail boat designed by E. Shock. Master Mariner qualified. 3 sails, anchor, 1 year-old o/b, etc. \$2,200. (707) 829-1678, eves.

30-FT BIRD, Mavis is in excellent condition and has been well cared for. Freshly painted both top and bottom. There's nothing like a bird. \$7,500 makes Mavis a bargain. Contact Steve at work, (707) 864-1547 or at home, (510) 945-1379.

40-FT GAFF RIG KETCH. 60's classic woody with traditional charm and 90's gear. Cruised Mexico last 3 years. Ready to go again. Affordable and practical. \$48,000. In San Diego. For info, sheet and photos, fax box 379, (619) 222-1185.

MULTIHULLS

50-FT TRI RACING W/FOILS very good condition, high performance, very fast 25+ knots, 7 sails, jib furl, 8 winches, NKE computer, VHF, watermaker, generator and a lot more. Ask \$75,000 or near offer. Call (415) 775-0411.

F/24 BY CORSAIR. 1993 dealer demo, hull #81. Located in Colorado. Little use, lots of equipment, great savings. \$38,800. Call (303) 823-6601, daytime.

HOBIE CAT 18. #9877. Top shape. Just refitted. New tramp (blue), lines, boombox, Caulkins trailer, gin pole, and winch. Hulls newly painted with 2-part linear polyurethane (white). Rainbow sail. \$2,500. Call (510) 253-9691.

37-FT WILLIAMS TRIMARAN, 1980 West System. Saab 18 hp, sloop. Very clean, loaded. Ready to cruise. Divorce sale. \$35,000 or \$10 down carry for 3 years, (619) 221-9111.

36-FT CROSS TRIMARAN, Westerbeke diesel (4-107). Micrologic Loran C. VHF radio, 4 sails. See at Das Cliff Haus. Across river from Rio Vista. (916) 777-9936. \$20,000 obo, or trade.

TORNADO, 20-FT Olympic class catamaran on tilt trailer. \$1,200. (916) 895-0363.

46-FT CROSS MARK II model B. Airex core hulls professionally built South Bay Multihulls, San Diego 1978. Ultimate world cruiser and/or charter boat. See in Morro Bay. \$165,000. (805) 546-1410.

HOBIE 16-FT CATAMARAN. Excellent condition. Beautiful Carumba sails with trailer. Licensed and ready to sail. Lots of extras. Fun, fun, fun. \$1,200 obo. (510) 685-9735.

SAIL a brand new, custom 38-ft performance cruising catamaran. Fast, fun, level sailing. Sausalito berth. U.S.C.G. licensed skipper. Call (415) 974-9007, for more info. and/or reservation.

37-FT SEARUNNER TRIMARAN Mexico vet. Yanmar 3 GM diesel, Autohelm 3000, propane stove/oven/refr. S.S. rig, dodger, solar, 6 new Sobstad sails, full batten main. EPIRB, weatherfax, Icom 700. Located S.F. Call or fax (707) 585-2178.

31-FT GEMINI CATAMARAN, 1985. Full cruise equipment. Honda 15 o/b, roller furl main & genoa, spinnaker, storm jib, electronics: AP (2), radar, GPS, VHF (2), HAM/SSB, watermaker, solar panels (3), gel cells (3), propane stove, oven, refrig/freezer, microwave, inverter, HiFi CD, 5 anchors, Avon RIB & o/b. \$62,500. (619) 222-9694.

42-FT CROSSTRI. Needs interior and cosmetics. Have double spreader rig, double headstay, double backstay, sails, winches, & other equipment. 44 hp Yanmar being rebuilt. \$16,000/make offer. (408) 423-6061.

PIVER 30-FT TRIMARAN. F/G over plywood. Mainsail, 3 headsails, spinnaker. Barent winches. Large berths. Large storage areas. Good liveaboard. Berkeley Marina. Recently hauled; survey available. Estate sale, must sell. \$5,000/offer. Call Jeff, (916) 331-2221 or Gloria, (510) 895-9118.

POWER & HOUSEBOATS

50-FT CAPTAINS GIG. Original, no engine. Cedar planked. Top 2 planks oak. Steel fastened, 33 new sisters & 6 planks. Excellent shape. \$3,000. (510) 684-3458.

PERFECT LIVEABOARD 34' Hunter power boat 1954. Has been neutered. Spacious custom built furnishings. Fully restored. \$9,500. Call (415) 366-5657.

BOSTON WHALER. 17-ft Montauk with trailer. Both boat and trailer are in excellent condition. Needs motor. \$3,000. Must sell. Call Rich, (415) 363-1390.

16-FT WORK SKIFF, 18 hp Johnson, exc. condition, console, towing bits, extra tanks, extra seaworthy, wide & deep, o/b well, fendering, exc. tow boat, club launch, etc. \$1,800 firm. Also 1979 Delta Clipper Houseboat, Twin 350 Mercruisers on V drives, very nice. \$31,500. (510) 653-1724.

24-FT PLYWOOD GRAND BANKS Dory w/10 hp Johnson o/b. Good condition. (510) 684-3432, lv msg. \$1,800.

32-FT POWER CRUISER. Custom built in 1940, mahogany on oak frames. Haulout and survey in June 1993. Hull excellent, new windows and epoxy decks. No rot. Beautiful liveaboard, solid enclosed rear deck, unbelievably spacious. \$10,000. Jim, (415) 664-8811.

PARTNERSHIPS

NEED PARTNER WITH BOAT. Have 40-ft permanent slip (G-70) in Santa Cruz Upper Harbor, 34-ft minimum to 47-ft maximum (overall length including bowsprit and all extensions), 13'6" maximum beam. David Thiernann, (408) 427-2677, VM; (800) 682-8859, VM.

SANTANA 35 - Partnership/Charter/? . Excellent shape 1983 (one of last built). Two time National Champion. Minimum three month commitment buys full or part time usage for racing/cruising. Terms, usage, berthing negotiable. Currently in Alameda. (510) 849-3160, after 11 am.

CAL 2-29 SLOOP. Alameda berth. Well maintained. 1/4 ownership. Good condition. Other partners easy going. Roster system assures time. \$2,000 plus \$150 per month covers everything. You will get plenty of sailing time. Call Michael (415) 928-0763.

C & C 38, 1976. 1/4 ownership in a well run partnership. Well equipped, 35 hp low mileage Yanmar, 13 sails, 13 winches, 3 anchors, dinghy, propane stove, new electrical. Located South Beach Marina. \$15,000. Allan, (415) 726-7072.

FRERS 46 Palmer Johnson aluminum racing sloop, ex *Merrythought*, ex *Immonette*. Just completed extensive \$25,000 refit which includes new cruising interior. Sleeps 8, full galley, huge fridge and freezer, head w/shower. All major systems replaces/rebuilt. All new electronics. Extensive sail inventory. Seek 50% partner in Bay Area. Requires \$25,000 equity and \$400/month. Partner gets exclusive use. Deal directly with owner, avoid broker fees. Owner, (408) 647-2524.

UNIQUE PARTNERSHIP IN SEASTAR 46. Ted Brewer designed pilothouse cutter. Well maintained teak decked blue water cruiser, with 85 hp Leyman diesel, roller furling genoa, hydraulic steering, AP, Loran, all electronics, windlass, Nissan, dinghy. Spacious tri-cabin, all teak interior, refrigeration, built-in microwave, 2 heads separate shower, AM/FM stereo, BBQ. Must sell my 1/4 share in well established partnership to buy a house. Low interest loan, 5-year pay-off, \$7,800 buy-in, \$400/mo. Darrel, (510) 672-3410.

LOOKING FOR 3RD PARTNER for Cal 29. In good condition. Partner needs some experience. Boat is docked off the city front. We need \$3,500 and \$150/month. The money will be used to upgrade the boat. Call Simon at 955-3861, wk; 931-4072, msg.

SANTA CRUZ SLIP. Columbia 22 1/2 interest; fixed 3,000 lb. keel, great learner (former UC trainer) and weekendender; sleeps 4, accommodates 6 adults on deck comfortably, VHF. \$1,500 obo. Trade? \$85/month. Russ, (408) 458-9020.

SANTA CRUZ 70 Chance. Opportunity to own 1/3 interest in one of the best kept sleds on the West Coast. Former Cal Cup and Transpac winner. Currently in San Francisco, \$150,000. (consider trade). Rich, (415) 363-1390 or (415) 321-5279, eves.

SEA STAR 460, partnership seeking non-equity partner for a 25% share in a beautiful 51 LOA pilothouse cutter. Sleeps 9. A great opportunity to sail a bluewater cruiser for only \$400/mo. Call for details, (707) 255-3368, eves.

BREWER 46, partnership. Pilothouse cutter. Great opportunity to own a fantastic bay and bluewater boat. Excellent partnership, fully equipped, Bristol condition, low interest loan, low balance. 25% share. \$8,500. (\$400/month). Call for details, (707) 255-3368, eves.

J/29 PARTNERSHIP. One of J/Boat's best for less than a club membership. Active one-design and offshore racer plus great daysailer/delta cruiser/overnighter. Excellent condition, Yanmar diesel, full race and cruise equipped, Sausalito berth. No equity buy-in. \$250/month. Call (415) 435-6822.

PARTNERS WANTED for a 42-ft steel cruising sloop. No down payment. Monthly payment covers expenses and will depend on the number of partners. Boat location can be Bay, So. Bay, or Monterey Bay. Call Greg at (408) 749-5399, 8:30 am to 5:30 pm.

TRADE

31-FT CHEOY LEE offshore ketch for comparably valued motor home or trailer. Needs some work. Wheel steering being installed. Call (707) 838-4238.

Dolphin Marine Services

Diving • Hull Maintenance
Repairs • Rigging • Electrical
Systems Installations
Woodworking Interior/Exterior



Dennis Daly
P.O. Box 20343
Oakland, CA 94620
510/849-1766

EXPERIENCE THE EXCITEMENT OF A CRUISING CATAMARAN

Find out why everyone is excited and talking about the new cruising multihulls!

This new, high-tech 38 footer sails fast and flat.

Skipped charters only. "Custom" charters are my specialty.
Call (415) 974-9007 for more information and/or a reservation.

• SAIL/TOUR NORTHERN RUSSIA •

Blue waters, pristine islands, 14th century architecture, friendly people, hands-on charters with crew. Small group; St. Petersburg. All expenses • June through September
POLAR ODYSSEY • Montana Tour & Travel • 35 1st Avenue East, Kalispell, MT 59901
(406) 755-5011 • Fax (406) 755-4538



LINDA A. NEWLAND • MARITIME ATTORNEY

Experienced C.G. licensed captain. Transoceanic/coastal skipper. Documentation, charter agreements, insurance disputes, accidents, and other maritime issues.
Personalized, conscientious legal representation a priority.
Alameda ph/fax (510) 521-1590.



SEAWOLF MARINE SERVICES

Known in the Bay Area for over 10 years
Hull Cleaning, Haulouts, Zinc & Prop Replacement
Inspections & Surveys, Salvage & Recovery
(415) 435-7904 or (800) SEA-WOLF (732-9653) 24 hr. service

THE PLASTIC SURGEON

Specializing in fiberglass structural repair and gel coat cosmetic repair.
• Quality Work • Competitive Rates • Dockside Service
Call (510) 523-9713

3/2 CONDO IN DELTA, swimming pool, tennis court, deeded dock, turnkey possibility and 25-ft Coronado 68 in good condition. Trade equity for cruise ready sailboat 36 to 40-ft. If needed, cash for difference. (510) 551-8229.

PROFITABLE 7 YR Mexican corporation in Paradise. Two prime locations in Puerto Vallarta; 10 fully trained staff and managers. Established wholesale and retail business. Excellent reputation and sales with dynamic growth. Easily managed, work permits and training includes. (value \$260,000) Ready to go cruising again in your 40'-55' bluewater sailboat plus cash. Don & Teri Murray, Pie in the Sky Bakeries, 278B. Badillo St., Puerta Vallarta, Jalisco, Mexico. Call 011-52-(329) 8-03-06 Fax 011-52-(329) 8-00-61. Relax and prosper on beautiful Banderas Bay.

5 ACRE, 2 PONDS, fenced, 4 bd., 2 ba., home with deck, full basement, gold country foothills, Grass Valley area. \$49,000 owed on first trade \$125,000 for 40+ cruising boat. (916) 273-9037.

TIME TO TRADE UP. Our beautiful 1978 Columbia 10.7 sloop for any boat over 45' for liveaboard and/or cruising. Preference would be Hans Christian "like" cruiser or classic motor yacht. Additional cash available. (415) 364-2303, eves.

10 ACRES OF GOLF COURSE can be split, year round creek, view of Columbia River, small Washington state town of Cathlamet. \$60,000 value. Trade part or all for sailboat. (415) 485-6044.

37-FT TAYANA, 1978. Presently a liveaboard with traditional interior. 5 hours on Perkins 4-108 rebuild. Will trade for 17 to 25-ft. Call Kirk (510) 657-9821, (510) 763-4164.

WANTED

WANT TO BUY owner financed boat with no down. Have permanent 40-ft slip in Santa Cruz Upper Harbor (G-70), 34' minimum to 47' maximum (overall length including bowsprit and all extensions), 13'6" maximum beam. David Thiermann, (408) 427-2677, VM; (800) 682-8859, VM.

32-40 FT SAILBOAT. Partnership or purchase considered. Cruising or race considered. No tub. I have 1985 XJ6 Jag. in excellent shape to trade. (value to \$15k). Call Mr. Lampe, (510) 785-6800.

WANT CAL 40 sailboat. Forrest, (714) 996-4076.

FAST BLUEWATER CRUISING sloop/cutter, equipped for circumnavigation, 39' to 44' Cal 39, Islander 40, Nordic 40, etc. \$30,000 to \$60,000 depending on equip/quality. Will be in Ca. Jan. '94 for purchase. Fax info to 011-671-649-8807.

WORKING AUTOHELM 5000 autopilot components as spares or Kenyon AW/WS 300 compatible wind direction/anemometer components. Call Bob at (805) 644-9647 and lv. msg.

PERKINS 4154 blown or siezed, needed for parts. Ken, (510) 935-6365, fax (510) 935-7395.

WEATHERFAX, watermaker, 406 EPIRB. Call Curt (415) 588-3039.

TRAILER FOR O'DAY 20, in reasonably good condition. Also 6 hp Johnson motor around 1975, working or not. Call Mark, (415) 851-0116, dy; (415) 369-2823, eve.

TRAILER capable of carrying 6000 lb fin keel sailboat. Call Dick, (510) 525-0279, eve; (510) 642-1664, dy.

MARINE STOVE for Catalina 25, dimensions 20.5"W X 20"D, DS, VHS, CD player, Catalina 25 sails, other Catalina stuff. (415) 598-2933.

USED GEAR

AUTOMATIC RADIO direction finder, Acqua guide 712, 150-400 khz beacon; 535-1600 kz am battery or external power. Excellent condition. \$50. (510) 283-1511.

OIL CHANGING KIT. Porta-Quick 12 volt reversible pump, hoses, adapters, 5 gal. reservoir. \$150 new. Used 3 times. Makes oil changing clean simple, safe. Facilitates proper disposal of used oil. \$70 firm. (510) 796-9609.

ZODIAC SERIES 1, Mercury 9.9, Icom-11 VHF, Navico autotiller 550, 2 barient 22 winches, Switlik lifevest/harness, boatswain chair. See in SFO at South Beach Harbor, E-63. (408) 221-4139.

ATOMIC 4 for sale. I have 2; one in boat that needs work, one on land. Both with instruments. Best offer. (510) 521-2368, eves.

1988 EVINRUDE, 6 hp outboard, long shaft. Asking \$550. (707) 645-8003.

32 VOLT: batt. charger, Newmar ABC 32-30, \$425; Benmar 'S' Autopilot drive unit, (new) \$1,000; Plath windlass + 400 ft. 3/8 BBB chain \$950; Burks turbine F.W. pump & tank \$250; Technautics eng. drive refig. system complete w/dual circuit cold plate \$1,000. (510) 582-3613.

NEW WINDVANE for sale. RVG windvane, self-steering for 36-45 ft. boat. New, never used. Owner change of plans. Price new \$2,200. For sale 50% off at \$1,100. Has own rudder. Proven for 15 years by round the world cruisers. RVG references available. Call (415) 924-6008, before 9 pm.

BETTER THAN SAFE SEX. Two 3-speed #28 Barient titanium non-self tailing winches. Will swap for bigger stainless or smaller self tailers. (510) 234-4108, before 9 pm. Also need Navy surplus bottom paint for steel boats.

BRONZE OPENING portholes (Atkins), \$150 each (\$350 new). Still in box. Screens incl. Loran LCD-90-Furuno with antenna & cable. Works perfect. Alain, (707) 763-4462.

ARIES VANE, \$1,100. Stove, Kenyon propane with oven \$500. Combi Cold water cooled refrigeration with freezer cold plates and all hardware (new) \$1,100. Tartan 30 170% jib (Hood), Luff 36', Leech 37', Foot 23'. Great for winter light air. \$350. Ranger 37 jib, Luff 47', Leech 42', Foot 26' \$450. Apelco 1000' depth white line chart recorder (new) \$350. Weems & Plath handbearing compass in wood box. \$60. Lots of misc. gear and great boat stuff. (510) 523-5148.

USED SAILS. If you have a 39-ft to 45-ft sailboat, I have some great used sails & spinnakers. All in really good shape. These are kevlar sails & nylon spinnakers. (408) 354-5773.

DICKENSON BRISTOL STOVE with kerosene conversion kit, used twice, \$700. Complete with all hardware, fittings & hoses. Used twice (206) 293-4819.

BENETEAU 40 USED GEAR: Fully battened main \$800. Luff 45'9". 140% genoa \$550 luff 50'3", foot 22'9", leech 48'3". Spinnaker pole \$275, backstay adjuster \$275. New boom tent (Royal Blue) \$450, Lewmar 16ST \$295. Lewmar 16 \$195. (206) 293-4819.

LIFERAFT & WATERMAKER, Avon 1990, 8-person double-floor offshore life raft, canister, inspected/refitted 7/31/92, \$2,500. Power Survivor 35 gallons/day 12V watermaker, 1992, can demonstrate & good condition with filters, \$1,100. (510) 769-0744.

BOAT COVER for a Cal 29, \$1,400 new, \$400 obo, like new condition. (408) 763-1665. Made by Larsen Sails.

USED FURLING JIB 9.5 OZ. Dacron, white UV dacron furling cover, #6 luff tape, luff=47.3' - foot=14.9' - leech=45.6' - LP=14.3', 340 sq. ft., \$425. Robin, (415) 332-4104.

NEW GENOA 5.0 Hood dacron with hanks, luff=24.00' - foot=14.5', leech=21.5' - LP=13.00' - 156 sq. ft. \$575. Robin, (415) 332-4104.

LEWMAR 40. A winches (2), \$300 ea. Forespar Adj 12-22 lock button telescoping whisker pole, \$200. Aquair underwater generator, new, \$800. Larson fan, cut kevlar, luff=37'6", foot=20'6", leech=36'2", LP=19'8", excellent cond., \$450. (408) 425-4568.

CANAFLAME CABIN HEATER. Brass, stainless steel, gimbaled, safe, dry heat. Hangs on bulkhead or tote to beach party, \$170. Chelsea navigator's radio clock. Brass with gold clockworks, rare, list \$900. Sell at \$500. Too big for boat. (510) 229-1202.

MFG COMPANY PINEAPPLE for 36' boat, new never used, \$1,200. (916) 583-4232 day; (916) 583-3540 night.

USED HOOD, "SEAFURL 2" FURLER. It is in good condition and remains in one piece with a 7/16 forestay and fittings at both ends still attached to the extrusion and drum. Already removed from boat. Make offer. (510) 596-1760; (707) 647-2070.

CAULKINS TRAILER. Fully adjustable trailer, tandem axle, hydraulic brakes, handles sailboats up to 30 feet. Excellent condition, \$1,200. (510) 523-4640, eves.

155% + 135% jibs for Catalina 30, excel. condition. \$375 ea. Wanted: Atomic four engine, any condition. (415) 691-0238, dy; (510) 581-2421, eves.

SIMEX MARINER SEXTANT, 7 X 35 scope, with light and all attachments, good condition, \$450. Eighteen assorted nautical and cruising books, \$60. Large Japanese ship's compass, 9 inches across, \$60. Must sell in December. Mark, (415) 321-9193.

1500 WATT KENYON inverter, 5 kw diesel genset, 26" SS wheel, (408) 758-9361.

DIESEL, 4-107 Westerbeke w/gearbox low hours on, reconditioned engine, runs great. Complete \$2,000. Contact Bill, (510) 523-1695, eves.

\$ WANTED \$

Japanese Swords
(415) 381-0912

HAPPY BOAT COMPANY

Marine Carpentry & Finishing
Bright Work • Deck Repair and Sealing • Custom Cabinet Work and Design
Mast & Boom Repair/Construction • Marine Plumbing • 30 Years U.S. & European Experience
Tony & Yvona Stockl (510) 370-7911

SEWING MACHINE RESOURCE

Commercial & Industrial • New & Used Machines for
• Sails, Canvas, Upholstery, Cruisers •
• Pfaff 130, Brother w/hand crank & 12mm zigzag, Singer 107 •
Repair • Location • Parts • By Appt. • Gordon W. French • (800) 880-8836

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair
Expert Paint & Varnish Work • Decks Relinished
All Work Guaranteed Reasonable Rates 17 Years Experience
(415) 331-9850

DISTINCTIVE BOAT LETTERING

PO Box 2052
Sausalito, CA 94966
Telephone/Fax 408/395-2441

YACHT
Signatures

MARITIME ATTORNEY

Specializing in warranty, purchase contracts, sales/use tax, liens, charters, construction/repair, accidents since 1960.
Experience counts: 44 yrs. of Bay and Coastal racing/cruising.
William E. Vaughan, 17 Embarcadero Cove, Oakland • (510) 532-1786 • FAX 532-3461

PACIFIC COAST DELIVERIES

U.S.C.G. Licensed Master - 100 Tons • Sail or Power • 25 years experience • Reliable • Careful
• Reasonable • Refs. • Accepted by Ins. Companies • Owners and brokers welcome.
Also available for day or longer charters, offshore and cruising skills lessons on your vessel.
Capt. Gary Jimmink • (707) 762-1899

MARINE ENGINE CO.

Electrical, Water Systems, Plumbing Installation & Repair
Complete Engine Services • Gas and Diesel
Jim Swan, (415) 332-0455 • P.O. Box 122, Sausalito, CA 94966

KEEP YOUR BOAT TOASTY with a Tewkesbury marine wood-burning stove. Excellent condition with all the chimney piping. Romantic & functional. \$175. Call Kevin, (415) 332-6870.

METAL SPRAY equipment, Mogal T-J5 complete system with gauges, filters, hoses, wire stand, and enough aluminum wire for a 45' boat. If you're building a steel boat this equipment is for you. Serious inquiries. Asking \$2,700. Call (510) 839-5493.

JOHNSON 9.9 HP SAILMASTER \$750. Cabin table, teak & stainless, folds, nice \$275. Honda EM500 generator exc. \$250. Also line 480 5/8, 325" 1" - 225', 3/4 \$200 each piece. Also some sails in good shape for 22-26' boats. Call (510) 653-1724.

BOOM VANE, new, list \$1,100, sell \$600. Two sea gel batteries 8-D new, \$325 each. Radar, \$450; RDF, \$200; VHF, \$80; stereo, \$75; Loran, \$125; DS, \$60; & variety of equipment, almost all new. (408) 423-6061.

ISUZU (PISCES) diesel C240, 550 hrs. w/trannine and heat exchanger. On blocks in Princeton warehouse; complete engine, ran good, needs paint. \$1,750 obo. (415) 728-1329.

NEW NEVER USED. 65 lb CQR \$500, Astra III B sextant \$350, 1.5" Jabsco "Save the Boat" belt drive pump w/manual clutch \$300. (415) 331-9219.

SWITIK COASTAL 6-man liferaft, Yukon inflatable, Stephens SSB w/tuner, Magnavox SatNav, VHF, MOB equip., foul weather gear, Edson steering gear w/wheel, sails, rigging, and more. Will sell all for one low price, or part out. Please call, (408) 476-7598.

MISCELLANEOUS

FOLDING MOUNTAIN BIKES. Two 1991 Dahon, 26" wheels, 21-speed, Shimano componentry; \$200 ea. Wanted Monitor windvane. Call John (415) 364-6172.

GETTING HAULED, sailor? Temp lodging, smoke/pet free, central location, room with private bath in sparkling Pt. Richmond home. Transportation, laundry, meals possible. \$30/day. Or lodge your Marin holiday visitors, \$200/week. References, deposit req'd. (510) 233-7677.

CLUBS/MEMBERSHIP

SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group invites skippers, crew and apprentices to join one of San Francisco Bay's most active sailing groups. Participate in service, skill improvement sails and fun sails. For more info. call (415) 979-4866.

GREAT HOLIDAY GIFT. Only \$3,125 for Club Nautique Couples Unlimited membership. Includes unlimited ASA sailing classes, charter discounts & social activities. Current CN club price \$4,125. Save \$1,000. Membership is transferable. Call Steve, (408) 725-0498, dys/eves.

CLUB NAUTIQUE unlimited couple membership. \$3,100. Save over \$1,000. (209) 233-0123. Ask for Dave.

NON-PROFIT

GOT A BOAT you don't use but can't sell for a good price? The "soft" boat market and retroactive tax increases make donation an excellent option. Call the Sea Scouts for estimated tax benefit and a prompt resolution of your "problem." Call (800) 428-0802.

BERTHS & SLIPS

HAVE PERMANENT 40-FT SLIP in Santa Cruz Upper Harbor (G-70), 34' minimum to 47' maximum (overall length including bowsprit and all extensions), 13'6" maximum beam. Need partner with boat. David Thiermann, (408) 427-2677, VM; (800) 682-8859, VM.

SLIP FOR RENT. Pier 39, "D" dock - sunny side. Mike Johnson, (510) 932-6678.

35-FT BERTH Emery Cove Marina \$165/month, upwind, great close in location. (415) 325-5994, hm or (415) 368-9784, offer.

RENT DOCK 5' + draft in res. neighborhood - sailboat \$100/mo. Mt. Tam view. 479-9444. Also 22' alum. mast/boom b.o.

PROPERTY FOR SALE/RENT

CABO SAN LUCAS, house for rent \$600 for two weeks or \$1000 per month. Fully furnished with a beautiful view of the ocean. Contact owner for info. or VHS tape. Jerry, (602) 758-3678 or fax (602) 758-8855.

CREW

FOUR FEMALE CREW to sail from Savannah to Antigua on 43' sailboat. Good chance to gain bluewater experience. Welcome to remain on board to cruise carib/ven. George Syvrud, c/o 221 Carlos Darling Dr, Alexandria, MN 56308.

CREW POSITION SOUGHT. 33-yr old Christian male chiropractor fluent in Spanish, SCUBA diving, surfing and sailing. Willing to contribute financially and help with boat chores on extended blue water cruise. Easy going and not a mental liability. (818) 919-2994, Ed.

CREW TO MEXICO with experienced skipper on new 40 footer. Weather permitting, departure Alameda Jan. 15, and San Diego January 2. All or parts. Attitude more important than experience. Share expenses. Family will periodically join boat. Jack McKenzie, (510) 938-9616.

LOCAL CREW NEEDED for Westsail 32 cutter berthed at Andreas Cove on San Joaquin River. Day, Bay, and coastal sailing with maintenance help for skipper in his late 60's. JKP, 614 Palm Ave, Lodi, CA 95240. (209) 368-4368.

SEEKING ADVENTURE MATES. 65-ft MacGregor with professional captain cruising So. Pacific for 12 months Marquesas, Bora-Bora, Tahiti, Fiji, NZ, Gr. Barrier Reef for ultimate itinerary, comfort, and fun. Seeking co-adventurers to share expenses, 500/wk. Call JJ, (404) 827-3378.

RACING CREW for Express 37 wanted. Experienced only. Some mid-winters and summer series. (415) 928-3680.

PACIFICA '95. 30ish couple (non-smoking) seeking to crew on "around the world cruise." 10 years N.W. sailing and Caribbean bareboat experience. Will share expenses on a modern 40' + safe and fast offshore design. Call Curt, (206) 699-1257.

CREW FOR PACIFIC CUP. Experienced Bay & Coastal owner/crew (43) with good steering, sail trim and mechanical skills. Prefer well sailed, less intense or cruise oriented boat over 30 ft. Non-smoker, no alcohol or drugs. Call Cliff at (510) 939-2490, (home/recorder).

PAN PACIFIC RACE. L.A. to Osaka, late April '94. 4 sailors needed to share the adventure and the expenses aboard proven offshore 65' cutter. Experience not necessary, but reliability and compatibility a must. Successful applicants will have the chance to work out on S.F. Bay prior to race. Write with details to 'Pan Pacific', 1001 Bridgeway #503, Sausalito, CA 94965.

SET SAIL FOR THE ORIENT. Sailing vessel *Bright Star* now accepting applications for crew on the Pan Pacific International Yacht Race from Los Angeles, CA. to Osaka, Japan. Starting date 24 April '94. Great adventure. Sailing experience not necessary. Listed skills given priority. Share expenses. For further details, call (800) 760-SAIL (1-800-760-7245). Have pen and paper ready.

WANTED, FEMALE CREW mate, 25-40 non-smoker with sense of humor & adventure, cooking & Spanish a plus to sail the Caribbean on the 44-ft Hylas sloop *Just Fun*. Contact Capt. Ron with brief letter photo to box 2101, Sausalito, CA 94966 or call (415) 331-0100.

NEED 2 CREW, male or female, for trip starting Feb. of 1994. Want to see Costa Rica, Panama, Caribbean and East Coast? Refit 50' motorsailer leaving for extended cruise. (408) 758-9361.

IMMORTALITY, ANYONE? Established travel writer with book contract seeks working passage for self and companion from any Central American, Southern USA or Venezuelan port to any port in Southern Europe, North Africa or West Africa. Will also consider passage from any Western USA or Central American port to Australia. Must depart by February 1994. Please call Jeff at (510) 653-6911.

JOBS WANTED

WOODEN BOAT-BUILDING apprenticeship sought by 30-yr old woman with some experience. Pt. Townsend, WA, Santa Cruz, Marin, Bay Area, Northern CA, West Coast preferred. Willing to relocate. Available February 1994 for 6 months +. (510) 653-8471, eve/wknd.

SURPLUS BOTTOM BOAT PAINT

Hard red vinyl anti-fouling paint. Mfg. Woolsey. 72% copper. Reg. price; \$180/gal. Our price \$60/gal. Also black vinyl & other mfg. available. Ablading paint, 50% copper, \$60/gal. Primer & other epoxies, \$10-\$15/gal. Polyurethane, \$20/gal. Penetrating epoxy, \$25/gal. Pratt & Lambert white enamel, \$10/gal. Also Surplus boats, 26'-34' - Bargain Prices! • (415) 588-4678



CUSTOM MARINE FABRICWORK

• CUSHIONS
• CANVAS
• CURTAINS
• BEDDING
(415) 331-2128
#3 ROAD 3, SAUSALITO

MAIL AND MESSAGE SERVICE FOR CRUISERS

Reliable • Secure • Efficient • Reasonably priced cruiser support service
Mail • Message • Parts expediting • Solvett
Customized options available • We stay in touch by SSB/HAM radio, fax, satellite, telephone
Carefree Traveler Communications • 800-627-BOAT

PIER 66 BOATYARD

Yard & shop space available now for your winter boat projects, boatbuilding or restorations. Long term rates. Haulouts to 7 tons. Multihulls welcome. Great rates and security. 671 Illinois, China Basin, San Francisco (415) 431-6666

WOODRUM MARINE

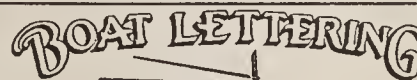
Specializing in custom interior cabinetry. Tables, cabinets, countertops, decks, cabinsoles, for power or sail.

complete mobile shop

call Lon Woodrum at:
415-332-5970

ISLAND PROPERTY

1,385 acres in Southeast Alaska's fabled Inside Passage. World's finest fishing, hunting, and scenery. One bedroom view cabin. Three miles from historic "Sitka-By-The-Sea" \$159,000. Frank Scigliano, BARANOF REALTY • 315 Seward Street • Sitka, Alaska 99835 (907) 747-5636



SIGNS GRAPHICS WOODCARVING
PETER KAHL STUDIO ARQUES SHIPYARD SAUSALITO 415-332-6608

IS YOUR BOTTOM CLEAN?

Call Bob for Just Bottoms 10% Off Labor for first-time Customers
Underwater Hull Cleaning • Zincs Changed • Fully Insured • \$1 per foot in most cases
Alameda, Oakland, San Francisco, Bethel Island • (510) 814-9150

GOING CRUISING? I'll pay your bills. I'll work hard while you're away. Mail forwarding, paying bills, making local contacts, shipping parts/packages, running errands and other creative possibilities. Excellent references. Contact Stephanie, (415) 388-9012.

HELP WANTED

REGIONAL SALES MANAGER to coordinate activities of several West Coast outside sales reps selling yacht paint product line to distributors. Also responsible for our West Coast "key accounts." Require knowledge of boating industry, 5 years experience in sales management. Prefer college degree in related field. Travel 74%. Car and expenses. Compensation package includes comprehensive benefits (medical, dental, profit sharing, 401k). Applicants must presently be living in San Francisco area and willing to relocate to East Coast (Union, NJ area) when needed. Send resume to: Paul Marzocca, Interlux, A division of Courtauld's Coatings, Inc., 2270 Morris Ave., Union, NJ 07083. An Equal Opp. Employer M/F/H/D/V.

ENTRY LEVEL electronics/electrical tech.-training position. Full time/part time. (510) 523-6011.

WOMEN SAILING INSTRUCTORS NEEDED. Northern California's oldest sailing school is looking for female instructors. Sailing and teaching experience required. Many benefits incl. yacht charters, plus top pay commensurate with experience. (510) 232-7999 or (800) 321-8972.

SMILING INSTRUCTORS. Tradewinds, the oldest sailing school in Northern California is looking for experienced sailing instructors w/strong sailing orientation. Part time, top pay. Send resume to 1250A Brickyard Cove Rd., Pt. Richmond, CA 94801.

INSTRUCTORS WANTED. We are seeking instructors with USCG licenses to teach full day courses on weekends and weekdays (8 hrs/day) on 30' to 32' sailboats. If you are an experienced instructor, we offer a comprehensive school program on larger sailboats and the highest pay structure in California. Call the Modern Sailing Academy, Sausalito, (415) 331-8250.

BUSINESS OPPORTUNITIES

30' TO 40' SAILBOATS needed for chartering to exceptionally responsible clientele. (510) 527-4298, for more information.

GRAND MARINA MARINE CENTER. Join us and 25 other marine service specialists at our 400+ berth marina with 60 ton travel lift. 1000-2000 sq. ft. spaces available surrounded by 3,500 boats in the Oakland Estuary. (510) 865-1200.

SANTA CRUZ LOWER HARBOR. Pacific Yachting & Sailing School is seeking new or late model sailboats from 30'-45' to be placed in charter fleet. Good income. Tax benefits. (800) 374-2626 or (408) 476-2370.

MARINA DEL REY Yacht Service and charter business for sale. Established for 15 years with excellent client base. Turn key operation including 50' sailboat and all tools, equipment and inventory. MDR has 6000 boats. Owner retiring, will discount for quick cash sale. Serious inquiries only. \$325,000. Mon/Fri (310) 827-7686.

TOO LATE TO CLASSY

MORE GOOD STUFF. 20' Caranita, new main needs more TLC, priced to sell now. Beautiful C. Plath sextant. 25# CQR. Danforth 13s. Two spinny poles, 11.75 ft. & 10 ft. 10" compass in Brass & Mahogany binnacle, + more marine artifacts. Benefits M.P.B.G.C. 697-5685, eves.

WANTED. Used sails for Santana 20. Also used poly kayak (esp. Sea Lion, Chinook). Rob (415) 331-3134.

RHODES 40, 1950 Classic Trans-pac vet. Liveaboard, needs work but sails. Roller furling, 3 anchors, DS, KM, VHS Loran. Solid, well-built sloop. \$17,000 obo. (510) 428-2824.

NEWPORT 30 II, 1979. Excellent condition, 2 spinnakers, jib, genoa, main in great shape, 8 winches, lines led aft, Martec folding prop, low hr. Atomic 4, CNG stove/oven. Very roomy teak interior, VHF, stereo. \$14,500. (510) 275-0638 or (817) 431-2503.



MARINE MEDICAL GEAR

- 1st Aid Kits & Supplies
- Water Purification & Desalination
- Insect/Sun/Skin Protection

FREE 6B page
Catalog
1-800-766-1365

2805 Wilderness Place Suite 700-LT, Boulder, CO 80301 • (303) 444-8683

MARINE OUTBOARD CO.

New & Used outboards & stern drives
reconditioning, sales & service. Why pay retail for parts & labor?
Call Jim Swan, Bill Lochbaum • 265E Gate Five Rd., Sausalito, CA 94966
(415) 332-8020

MARINE ENGINES

Used & rebuilt. Also parts, generators & transmissions.
All brands. All HP ratings. We ship anywhere. We also buy used engines.
Santana Marine • 2612 Croddy Way, #K, Santa Ana, CA 92704
Ph (714) 545-9336/Fax (714) 545-7380 • (800) 308-5253



BOBBI'S SEWING

Curtains • Canvas • Upholstery
No deposit/100% Satisfaction Guaranteed
(415) 331-5919



SEASON'S GREETINGS

ADVERTISERS' INDEX

ABC Yachts 174
Alameda Multihulls 142
Alameda Prop & Machine 71
Allemand Brothers 39
Altamare Electronics 65
American Battery 16
American International Ind. Tool 16
Anderson's Boat Yard 49
Angel Island Association 25
Armchair Sailor, The 36
Bailiwick Soils and Canvas 39
Ballena Bay Yacht Brokers 170
Ballena Isle Marina 175
Ballenger Spars 143
Bankson Yachts, Ran 168
Barnett Yacht Insurance 118
Bay Island Yachts 67
Bay Ship & Yacht 47
Bay Wind Yacht Sales 173
Bay Yacht Service 63
BC Navigation 25
Beckwith Yacht Sales, Craig 168
Berkeley Marina 17
Boater's Directory 22
Boater's Friend 51
Boy Scouts - Old Baldy 34
Boy Scouts - San Francisco 170
Boy Scouts - Stanford 65
Brillish Marine 63
Brisbane Marine 51
Bruno's Island Resort 118
Cal Adventures 57
Cal Marine 49
Caliber Yachts 46
California Maritime Academy 168
California Custom Canvas 57
Caribbean Yacht Charters 133

Celebrations Wine of the Month 101
Charter 'Yukan Jack' 132
City Yachts 25
Club de Yates Palmira 132
Club Nautique 38
Compass Yachts 168
Conch Charters 132
Crane, D.F. 16
Cruising World Pacific 9
D'Anna Yachts 8
Davis Instruments 8
DeWitt Studio 101
Diesel Fuel Filtering 16
Dimen Marine Financing 57
Eagle Yacht Sales 45
Earth Safe Sanitation Systems 157
Edgewater Yacht Sales 169
Edinger Marine 22
El Tora Association 51
Emery Cove Marina 63
Emeryville City Marina 34
Essex Credit 59
Everfair Enterprises 157
Farallon Electronics 69
Farallone Yacht Sales 45
First New England Financial 14
Fleming Marine 101
Fortman Marina 12
Frank, Howard, Allen 167
Ganis 61
General Marine Technology 38
Gianola & Sans 35
Gorman, Bill, Yacht Sales 15
Grand Marina 2
Graup SF 109
Hand Craft Mattress 118
Harken 58
Haynes Soils 117
Helm's Marine Service 108

Hewett Marine 69
High Performance Charters 132
Hogin Sails 60
Holly Solar 51
Hood Sailmakers 40
Horizon Line 117
Mulchinson Sports 39
Integre Marine 172
J-Boats 41
Johnson-Hicks 19
Koppas Marina 22
Kensington Yacht 13
Kevin's Quality Marine 119
Kissinger Canvas 49
Kurtz Yacht Construction 119
Ladd's Marina 62
Lager Yachts 171
Larsen Sails 65
Leading Edge Sails 12
Lee Sails 108
List Marine 39
Litan Special Devices 109
MacDonald Yachts 173
Marin Yacht Sales 172
Marina Village 53
Mariner Boat Yard 26
Mariner Square Yachting Ctr 26-32
Marian, Sails by 143
Maritime Electronics 37
Marlin-Spike Jewelry 59
McGinnis Insurance 11
Metal Magic 157
Modern Sailing Academy 66
Monterey Bay Fiberglass 34
Moorings, The 131
Nautar Swan 169
Nelson's Marine 176
Nar Cal Yachts 29,30,31,32
Nar Pac Yachts 170

North Beach Canvas 118
North Soils 27
North Soils Monterey 101
O'Neill Yachts 44
Oakland Yacht Club 47
Oceanic Yacht Sales 170
Olympic Circle Sailing Club 48
Owl Harbor Marina 118
Oyster Cove Marina 71
Oyster Point Marina 12
Pacific Coast Canvas 17
Pacific Property Asset Management 167
Pan Pacific Yacht Race 23
Passage Yachts 5
Pegasus Marine 101
Peninsula Marine Services 143
Penmar 132
Pettit-Morrey 35
Pier 39 11
Piscis Wind Vane 119
Pineapple Soils 3
Pioneer Marketing 10
Posey Yacht Design 67
Positive Strakes 130
Power & Wind 67
Pryde, Neil, Sails 162
Raitea Carenage 156
Raimakers SF Bay 59
Recycling Marine Data Bank 67
Regatta Yacht Sales 172
ReMax Real Estate 167
Richmond Boat Works 28
Richmond Yacht Club 8
Richmond Yacht Service 143
Ranston 42
S.F. Boat Works 61
Sail Exchange 65
Sail Fiji 130
Sail Warehouse, The 101
Sailing Connection 4
Sailrite Kits 118
SAMS 118

Son Leandra Marina 18
Sonford Wood 55
Scan Marine Equipment 71
Scanmar 61
Schoonmaker Point Marina 68
Seabreeze Ltd 57
Seoladair 118
Sobstad Soils 43
Solar Electric 119
South Beach Harbor 21
Sparky Marine Electric 61
Spinnaker Shop, The 22
Spurs 42
Stanford University 10
Starbrite 109
Starbuck Marine Canvas 20
Steinemann & Co. 169
Stockdale Marine
& Navigation Center 168
Stone Boat Yard 16
Superior Yacht Varnishing 108
Surface Dynamics Inc. 24
Sutter Sails 56
Svendsen's Boat Works 33
Swedish Marine 47
TAP Plastics 64
Tedrick-Higbee 24
Tradewinds
Sailing Center 50,52,54
Trask, Don, Yachts 41
Tropic Island Yacht Mgmt 130
Vallejo Marina 69
Vance Marine 35
Vanguard Racing Sailboats 20
Voyager Marine 10
West Marine 70,72,73,74,75
Western Boat Listings 108
Westwind Precision Details 17
Whale Point Marine 11
Windward Products 109
Wind 'N Sea Adventures 130
Yachtfinders/Windseekers 173
Woolsey Paints 19

DON'T FORGET TO SAY "I SAW YOUR AD IN LATITUDE 38"

ALTERNATIVE LIVING



Charming, updated, move-in two bedroom houseboat in a quiet, peaceful locale with marvelous Mt. Tam views. Beautiful hardwood floors, good size bedrooms with extra storage, laundry in unit, wood-burning stove in livingroom, lovely deck for outdoor enjoyment. **\$179,500.**



Call
MISSY RUSH
(415) 461-3000 x532
Greenbrae Office

Deep Water Access – San Rafael



Two 40' Docks + 4,000 Sq. Ft. Home \$959,000

- Fabulous opportunity on the water!!! • Approximately 2/3 acre on level corner lot
- Private canal, with access to main San Rafael ship channel
- Over 350' water frontage • Two 40 ft. deep water docks
- 4 bedrooms, 3 1/2 baths all on one level • Executive office suite with large library
- Living room-dining room combination, panelled in natural teak, includes large fireplace • Spacious country family room off large kitchen
- Au pair potential with separate entrance
- Covered Cabaña area overlooking pool
- Lush grounds with newer lawn and fruit trees
- Gated entry – large parking area • 2-car oversized garages
- Adjacent to Country Club area, Marin Beach and Tennis Club



SANFORD L. GOLDEEN
(415) 435-1000 EXT. 35



FINANCIAL AND BUSINESS MANAGEMENT FOR CRUISERS

- Message and Mail Forwarding
- Bill Paying and Income Depository
- Property Management and Leasing
- Customized Personal Services
- Accounting, Insurance, Legal and Government Services Contact
- Marine Supply Buying and Shipping

■ ■ ■ ■ **PACIFIC PROPERTY ASSET MANAGEMENT**
■ ■ ■ ■ 244 California Street, Suite 500
■ ■ ■ ■ San Francisco, CA 94111
■ ■ ■ ■ **(415) 986-3236 • Fax (415) 986-3416**

REAL ESTATE FOR SAILORS

Casual Yet Sophisticated Living on San Francisco Bay!!!



Waterfront homes with
30' to 50' boat docks
from \$350,000 to \$595,000.

Shown by appointment
with Ruth Masonek.

Re/Max Eastbay Group, Inc.
1-800-786-2963

Meet Us at the Greenbrae Boardwalk!

Marin County's Best Kept Secret
Water access to the Bay!



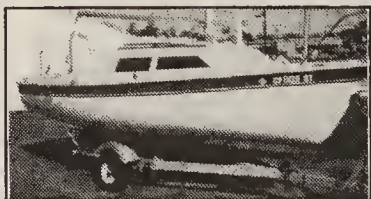
An oasis of solitude and privacy on the water. Custom built 2 bedroom, 2 bath home with teak hardwood flooring, open beamed ceiling and wood-burning stove. Country kitchen with ceramic tile floors, gas range and extensive oak cabinetry. Large deck and pier to 30' floating dock with deep water access to Bay. Views are some of the best in Marin County.

\$289,000

Call Ronna Somers or Shari Leaf
at Frank Howard Allen Real Estate
(415) 456-7981 ext. 47 or 12



When it comes to trailerable sailboats – Stockdale Marine has the Best Selection.



VAGABOND 17

\$3,995



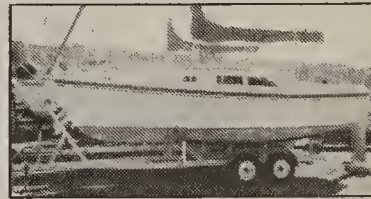
CHRYSLER 22

\$6,830



24' ISL. BAHAMA

\$5,500



BALBOA 27

2 from \$10,000

SELECTED BROKERAGE

WITH TRAILERS

11' Koralie Jr.	17' Vagabond	20' Ranger
13' Cyclone	17' Silverline	20' Santana
13' Flying Jr.	18' Capri	21' Venture
14' Vagabond	18' Chrys. Buccaneer	21' Victory
14' Laser	19' Rhodes	21' Cal
15' Coronado	19' W.W. Potter	21' Pacific
15' Montgomery	19' Tangerine	22' Catalina
17' Venture	20' Cal	22' Chrysler

22' Venture
23' MacGregor
24' Buccaneer
24' Islander Bahama
24' Venture
25' Lancer
25' Sea Crown
26' Clipper
27' Balboa

WITHOUT TRAILERS

8' Naples Sabot	27' O'day
14' Force 5	28' Newport
14' Sunfish	29' Ericson
25' Dufour 1800	30' Islander Bahama
25' Tanzer	38' Downeast
26' Clipper	44' Bruce Roberts Hull
27' Ericson	

Stockdale Marine

AND NAVIGATION CENTER

• Chandlery • Specializing in Trailerable Sailboats • Over 50 Boats on Display •

4730 MYRTLE AVE., SACRAMENTO, CA 95841 ~ (916) 332-0775 • 1-800-900-SAIL (7245) • Fax (916) 332-2500



RON BANKSON
YACHT & BOAT SALES
(415) 871-8470
Fax: (415) 871-8476



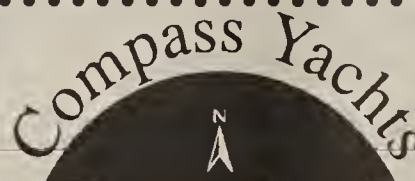
SAIL			
20' CAL SL, '66	\$ 1,950	32' KETTENBERG SLOOP, '77	\$ 23,900
25' O'DAY	\$ 11,900	35' DUFOR SL, '74	\$ 42,900
25' NORTHSTAR 500 SL, '73	\$ 8,900	35' ALLMAND, '82	\$ 37,900
25' BUCCANEER SL, '80	\$ 6,995	35' RAFIKI, '80	\$ 59,000
26' PRIVATEER KETCH, '65	\$ 8,400	35' CORONADO KETCH, '71	\$ 34,950
27' BUCCANEER, '77	\$ 8,500	36' ISLANDER SLOOP, '78	\$ 44,500
27' ERICSON SL, '78	\$ 16,500	38' HORSTMAN TRIMARAN, SL '91 dsl	\$ 79,900
28' LANCER, '77	\$ 6,950	39' YQRKTOWN, '75, dr cockpit, aft cabin	\$ 35,900
28' COLUMBIA, '71	\$ 12,900	41' MORGAN O/I KE, '79	\$ 69,900
30' PEARSON, '73	\$ 15,900	58' CUSTOM SLOOP Rampage '64 SD	\$ 55,000
30' RAWSON SL, '64	\$ 9,000		

QUALITY PENINSULA LISTINGS NEEDED

QUALITY PENINSULA LISTINGS NEEDED

Oyster Cove Marina • 385 Oyster Point Blvd., Suite #8
South San Francisco, CA 94080

**NEW
LOCATION!**



**NOW IN
PETE'S
HARBOR**

SAIL			
47' VAGABOND, '85	\$198,000	34' COLUMBIA, '70	\$27,000
44' ISLANDER, '74	Reduced \$72,500	32' THUNDER BIRD, '66	\$10,000
43' YOUNG SUN, '83	\$89,500	32' ARIES, '76	Reduced \$26,500
41' GARDEN KETCH, '75	\$79,500	27' CAL, '85	\$19,950
41' AUX. CUTTER, '41	\$57,500	27' LANCER, '84	\$16,800
38' HINCKLEY SLP, '69	\$89,500	27' HUNTER, '77	\$12,700
36' C & C, '79	\$55,500	26' COLUMBIA, '71	\$ 5,900
36' ISLANDER, '72	\$37,950	26' RANGER, '74	SOLD
36' S-2, 1985	\$55,000	26' SEAFARER, '78	SOLD
36' COLUMBIA, '68	SOLD	25' MERIT, '82 w/trlr	\$ 8,500
35' ERICSON, '73	\$26,000	24' J BOAT, '80	\$ 8,800
35' FUJI KETCH, '73	\$48,950	21' FREEDOM, '82	\$ 7,950

#1 Uccelli Blvd., Redwood City, CA 94063
Phone (415) 367-7212 • Fax (415) 367-7345

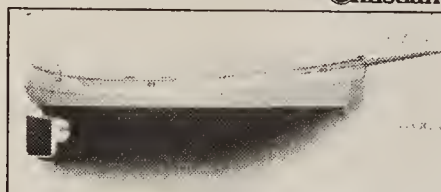
Craig Beckwith

YACHT SALES

**EXCLUSIVE WEST COAST
AGENT FOR NEW**



**TRADITIONAL SERIES
CHRISTINA SERIES
INDEPENDENCE TRAWLERS**



HC 33' Trad....3 from 86,500
HC 38' Trad....3 from 79,500
HC 43' Trad....3 from 117,500
HC 48' Trad...2 from 340,000
HC 43' Christina .....299,000
HC 45' Ind. Trawler..258,000

QUALITY LISTINGS NEEDED!

3 Great Reasons to Buy your Boat this Winter!

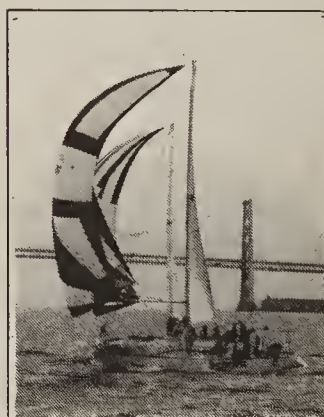
- Get to know your boat *before* sailing season.
- Avoid lines at the brokerage and finance offices.
- Get the best deals



Northern California Office:
2021 Alaska Packer Place, Box 12
ALAMEDA 94501 (510) 444-4812

Southern California Office:
101 SHIPYARD WAY, SUITE J
NEWPORT BEACH (714) 675-9352

SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTIONS will be used for demonstration and as training aids, or will be sold to advance the instructional program.

**DONATE YOUR VESSEL TO THE
CALIFORNIA MARITIME ACADEMY!**

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vallejo, CA 94590 Joanne Cech 1-800-472-2623

NAUTOR'S SWAN

PACIFIC
SOUTHWEST

STEINEMANN & CO.

2505 West Coast Highway, #202
Newport Beach, CA 92663



(800) 468-4496 / (714) 645-4600

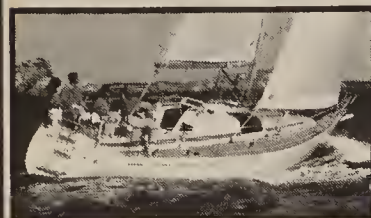
Fax: (714) 645-7216



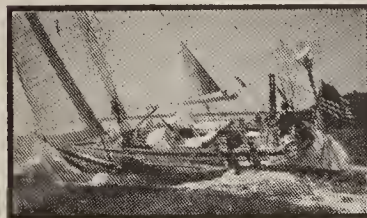
SWAN 44 AKASIA (1973): Newly painted fiberglass decks, '92 epoxy bottom coating, 1986 engine. Electronics include SSB, SatNav, Loran, autopilot. Cruise equipped, located Oxnard, CA, \$115,000.



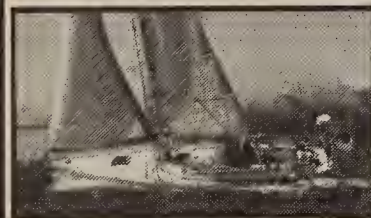
SWAN 37 Heidi (1970): An immaculate vessel with light blue topsides, white nonskid decks. Updated rigging, 80 gal. water, 90 fuel, furling headstay, windlass. Long Beach, \$69,000.



SWAN 36 CYGNET (1990): Under cover since new. Hydra 330 instruments, autopilot, Loran, five sails, virtually new condition. Sausalito. \$225,000.



SWAN 46 OBSESSION (1984): Centerboard, furling main mast, Loran, SatNav, AP, SSB, radar, aft entrance. Pristine condition. Sausalito. \$395,000.



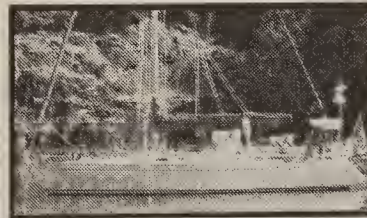
SWAN 48 SIRONA (1972): Gorgeous interior, new Spectra sails, new engine, updated rigging. San Francisco, \$175,000



SWAN 51 CYGNUS (1982): Only 1,250 eng. hrs. Cruised weekends in So. Cal since '87 and kept covered. Upgraded winches, AP, SSB, Ham, SatNav, fax. San Pedro, CA. \$360,000.



SWAN 51 ELYXIR (1982): Standard interior, race and cruise sails, dramatic price reduction. San Diego. \$345,000.



SWAN 46 TUNDRA (1985): Ultimate cruiser with Scheel keel, aft entrance, island double aft, vast array of elect. Friday Harbor. \$450,000.



SWAN 44 URSA (1992): Shallow bulb keel, swim platform, (2) GPSs, (2) autopilots, radar, watermaker, central heating. Friday Harbor, WA. \$550,000.



SWAN 441 CHIEFTAIN (1979): Only 630 eng. hrs., updated sails, and refinished interior, furling, AP. Mostly daysailed, it shows well. Newport Beach. \$160,000.

Edgewater

YACHT SALES

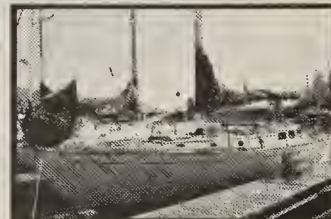
(415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965 • Fax 332-2067

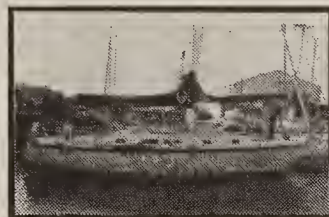
**HI-VISIBILITY LOCATION FOR 27 YEARS.
BOATS SELL AT OUR DOCKS!**



44' JEANNEAU 1984. Hand laid fiberglass, teak decks, beautiful teak interior. Cruise ready, loaded w/quality gear incl. Brookes & Gatehouse elec, watermaker, a/c. At our docks. Now only \$125,000/offers.



45' LAPWORTH This classic beauty is professionally maintained, mahogany, bronze fastened, diesel aux., loaded with 1st class gear. Asking \$32,000.



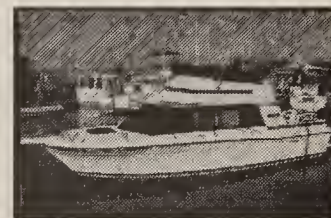
35' ERICSON 1988. Vessel is in mint condition. North sails. Harken roller furling. Owner must sell. At our docks. Try \$64,000.



36' PEARSON P.H. SLOOP Dual steer stations, main/jib furling, Loran, Boat and equip. in excellent condition. Motivated seller with new boat. Asking \$69,000/Offers.



30' ISLANDER MKII. Well equipped, roomy interior. Great family weekender. Up to survey. At our docks. Only Asking \$11,500.



26' CARVER 1985 sedan cruiser with flybridge and dual stations, Volvo main. Spacious, incl. full galley and head w/shower. At our docks. Asking \$24,500/offers.



21' CENTURY CORONADO 1957, restored condition. Tandem axle trailer inc. Asking \$14,500.



58' ROUGHWATER Fiberglass with teak decks, Detroit diesel main, 8 kw, aux gen., stabilizers, Boston Whaler w/50 hp tender. Price incl. S.F. berth. Asking \$160,000/Offers.

SAIL - PARTIAL LIST

61' C&C KETCH, Cruise/Roce, Loaded	\$310,000
44' CUTTER	\$29,500
42' ALDEN MOTOR SAILER, Turbo Cal Aux	\$40,000
39' C & C, Two Listed	From \$69,000
38' PACIFIC, New Zealand Quality	Offers/\$79,000
36' CHEOY LEE LUDERS KETCH, Our Docks	Try \$33,000
36' P/H SLOOP, Two Boat Owner	\$69,000
34' HUNTER, 1984	\$46,000
31' COLUMBIA	Offers/\$19,000
28' CATALINA, 1992	\$40,000
28' DANISH SLOOP	\$9,000
27' LANCER POWERSAILER, Our Docks	\$15,000
POWER - PARTIAL LIST	
45' TRAWLER	45,000
43' GULFSTAR FLYBRIDGE	85,000
40' SANTA BARBARA	59,000

STEINEMANN & CO. INSURANCE SERVICES

800-468-4496 • FAX 714-645-7216

Great Winter Values



43' GULFSTAR. Twin 130 Perkins, Genset, AC, AP, Alaskan vet. Must sell. \$89,000.



CT 41, 1970. Much recent work. \$45,000.
FORMOSA 41, 1980. Needs T.L.C. \$35,000.

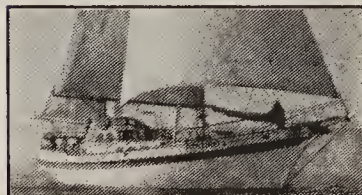
SAILBOATS

CHRYSLER 22	1,800
SANTANA 22	2,200
COLUMBIA 22	1,500
CAL 2-25	diesel inboard 8,750
CAL 25	2 from 2,000
MCGLOSSON BAHAMA 25	diesel 1/8 3,500
SEXTANT 25	diesel inboard 2,500
CATALINA 27	6,000
MORGAN 28	12,000
KNARR 30	one design racer 15,000

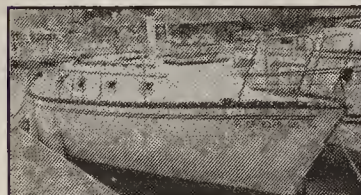
CHANCE 30/30	12,000
MORGAN 33	24,500
CT 41	47,000
FORMOSA 41	38,000

POWER BOATS

21' LYMAN	inboard 4,950
26' BAYLINER	rebuilt engine/drive 15,950
28' FIBERFORM	2 from 18,000
34' HUBERT JOHNSON	diesel 11,000
35' OWENS	27,900
36' CHRIS CRAFT	Constellation Inquire



62' KETCH. N.Z. built M.S. Gardner diesel, Lister gen. A lot of boat for the money. Asking \$165,000.



HUNTER 30, 1980. Diesel inboard, wheel steering. Nice, clean boat. \$17,500.

NORPAC YACHTS

SAN RAFAEL YACHT HARBOR

557 Francisco Blvd., San Rafael, CA 94107

(415) 485-6044 • FAX (415) 485-0335

(415)
331-0533

Fax
(415)
331-1642

OCEANIC YACHT SALES, INC.

308
Harbor
Drive
Sausalito, CA
94965

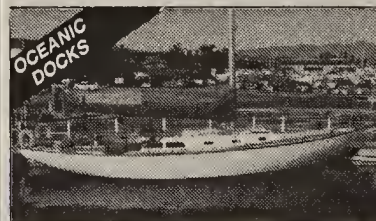
**JOHN BAIER • PETE FROMHAGEN
PETER SHEPPARD • CRAIG SHIPLEY • CINDY WHITE**



53' AMEL SUPERMARAMA KETCH, 1989
Transatlantic/Caribbean/Panama Canal/Mexico
vet. but shows like new. Electric furling main &
jib. Bowthruster. Pages of equipment.
\$449,000/offers • **JOHN BAIER**



47' VAGABOND, 1981 sister ship
2 master suites accommodate 6, full headroom,
80 hp Lehman. AP, radar, Loran, genset,
roller furling etc. Sail this home anywhere!
Asking \$165,000 • **CINDY WHITE**



41' HINCKLEY CUTTER, 1965
Pedigreed fiberglass construction, impeccable
sailing performance and condition. Long list of
upgrades and equipment. Motivated seller.
Reduced to \$92,500 • **JOHN BAIER**
38' version also available.



44' NORDIC SLOOP
A beautiful, strong, fast performance cruiser
w/roller furling, dodger, good electronics.
One of Bob Perry's best designs.
Asking \$149,500 • **CRAIG SHIPLEY**

**BUC
NET**

GRAND BANKS
Authorized Dealer

CYBA

BALLENA BAY YACHT BROKERS

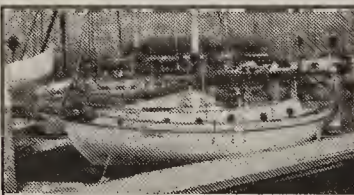
**BUC
NET**

1150 BALLENA BL., STE 121 ALAMEDA, CA • (510) 865-8600 • FAX (510) 865-5560
Michael Wiest • Al Levenson • Lenard Lee • David Pallesen



ERICSON 32, 1972

Relocation forces sale. New mast, standing rigging, new sails,
new jib roller furling and engine overhaul in last 3 years. Boat
hauled and painted Sept. 1993. \$24,950.



WESTSAIL 32, 1974

Traditional cruiser. First owner finished interior with better
quality than factory. This cruise-ready vessel passed survey in
Feb. with flying colors. \$44,000.



STEVENS 47, 1983

There aren't many cruising boats of this caliber on brokerage market
today. Performance cruising cutter features outstanding sailing character-
istics from S & S center cockpit/spacious decks, 3 lrg. strms. & 2 heads
below. Well equipped: sails, elect. -AH7000, Raytheon radar, more. Stop
by our docks or call for appt. to see this app. \$189,000.



ERICSON 30+, 1983

Great Bay and family boat. Fractional rig, double spreader,
Universal diesel, owner is moving and must sell. Offers?
Asking \$22,900.

MORE LISTINGS

'87 46' MARINE TRADER	\$164,000
'84 45' JEANNEAU Soil around the world	\$145,000
'81 42' PEARSON Experienced cruiser	\$ 95,000
'90 41' JEANNEAU Fast cruiser	\$129,000
'80 38' MORGAN Well maintained vessel	\$ 69,750
'85 36' PEARSON Strong, proven cruiser/racer	\$ 72,500
'75 33' RANGER Great sailing family boat	\$ 22,000
'79 30' IRWIN Citation model, one-piece fiberglass unit, sleeps six, teak accents	\$ 26,500
'72 29' ERICSON Could be yours?	\$ 19,500
'87 25' OLSON	\$ 15,500
'89 25' CATALINA Clean boat with trailer, very little time in salt water	\$ 19,900

Donate your boat to the Sea Explorers



Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring. Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Bob Dillard
(510) 638-3600

Sea Scout Division
San Francisco Bay Area Council



LAGER YACHT BROKERAGE CORP.

400 Harbor Drive, Suite C, Sausalito, CA 94965
Tel: 415-332-9500 Fax: 415-332-9503



64' DYNAMIQUE '83

Fabulous charter layout. 3 staterooms, all the equipment, outstanding business opportunity. Call for details.



60' LAGER, '93

Rob Ladd design. Exceptionally large and elegant interior. Can be fully customized. Unique opportunity.



46' CAL 2-46, '74

Absolutely the cleanest, best equipped Cal anywhere. Complete refit in & out. Possible owner finance. Ask \$114,000.

SWANS

SWAN 46, '85 ... \$275,000

SWAN 53, '90 ... \$555,000

SWAN 51, '82 ... \$275,000

SWAN 57, '81 ... \$440,000

SWAN 53, '87 ... \$575,000

SWAN 59, '91 ... \$925,000

SWAN 53, '88 ... \$550,000

SWAN 65, '81 Inquire



46' VAGABOND KETCH, '81

Beautiful roomy interior.
Great liveaboard.
Always well maintained.



42' TAYANA, '82

Popular center cockpit.
Roomy interior. Impressive inventory. Ready to cruise.



42' BALTIC D.P., '82

Exceptional quality. Present owner has spared no expense to fully customize. Full race/cruise.

**Fastest
Growing
Fleet on
the Bay!**



MELGES 24

**Melges 24
Nationals
Sept. 1994
in
San Francisco**

Marin Yacht Sales



LOWRIE YACHT HARBOR: 40 Pt. San Pedro Road, San Rafael, CA 94901

(415) 454-7595

FAX: 415-454-2561

**LOWRIE YACHT HARBOR
BERTHING AVAILABLE
30 TO 60-FEET**



50' CELESTIAL, 1994

New model from quality Chinese builder on ocean proven hull, 2 or 3 staterooms, diesel power with gen set, only \$219,000 landed San Francisco or less FOB factory.



36' CAPE GEORGE, 1985

Excellent cruising cutter just back from Mexico and ready to go again, diesel power, loaded. Asking \$82,000.



41' CT PILOTHOUSE KETCH, 1975

Dual control stations, 70 HP diesel, owners double bed, separate stall shower, your chance to cruise in comfort and style. \$78,500.

PARK STREET LANDING ♦ PARK STREET LANDING ♦ PARK



REGATTA

YACHT SALES AND SERVICE
Sail & Power Brokerage

(510) 521-9732

Fax (510) 521-9734

Park St. Landing • 2307 H Blanding Ave. Alameda CA 94501

BOATS ARE SELLING! WE NEED LISTINGS!

SAIL	*Owner financing available		
51' Morgan, '76	115,000	29' Ericson, '71	14,500*
50' Force 50, '73	150,000	28' Ericson, '84	28,500
46' Island Trader MS, '81	150,000	28' Wylie, '77	15,550*
46' Frers IOR Bravura/Golden Bear '80	75,000	28' Columbia, '68	SOLD
45' Columbia, '73	80,000	27' Ericson, '74	22,000
45' Jeanneau, '85	145,000	27' Ericson, '72	14,500
44' Cascade, '91	139,500	27' Cal, '76	14,900
44' Lancer Motorsailer, '81	110,000*	27' Hunter, '80	16,000
44' Sparkman & Stephens, '73	59,000	27' Newport (S), '79	9,500
43' Hans Christian T, '85	189,000	27' Santana Custom, '68	15,500
43' Frers, IOR, '90	90,000	27' Bristol	14,500
43' Columbia, '71	70,000	27' Cheoy Lee	Inquire
42' Chapelle Schooner, '73	50,000	27' Cheoy Lee Offshore	18,000
41' Morgan Outisland, '79	69,900	26' Pearson, '79	7,900
40' Rhodes, '50	30,000	26' US, '81	7,500
40' 8 Meter Sloop, '43	25,000	25' Cape Dory, '78	10,500
39' C&C, '73	87,500	25' Folkboat, '49	5,000
38' Hinckley, '73	95,000	25' Coronado, '67	3,300
38' PT, '79	Inquire	25' Yamaha, '78	14,950
37' Fisher, '80	125,000	25' Pearson, '66	10,500
37' Tayana, '78	68,000*	24' Pearson, '66	8,000
37' Ranger, '73	39,500	24' C&C, '78	6,900
36' Islander, '72	30,000	24' Gladiator, '65	6,000
36' S2, '85	69,000	24' J/24, '80	17,000
35' Cheoy Lee Lion, '58	40,000	23' Ranger, '74	6,500
35' C&C Landfall, '81	55,000	20' Cal, '67	3,200
35' Coronado, '72	30,000		
35' Hughes, '79	35,000		
35' Rafiki, '80	57,000		
35' Ericson, '73	30,000*		
35' Ericson, '78	38,000		
34' Wylie, '79	30,000		
34' Columbia, '73	32,000		
32' Friendship Sloop, '75	10,000		
31' Hunter, '83	27,500		
30' Catalina, '82	26,500		
30' Capri, '83	18,000		
30' Catalina, '80	25,000		
30' Irwin, '80	15,500		
29' Cal, '70	12,500*		
29' Cal 2-29, '77	22,500		

SPACE AVAILABLE AT OUR SALES DOCKS.

POWER

67' Garden MV, '60	339,000
60' Bluewater, '90	299,000
57' Chris Craft Constellation, '68	170,000
49' Albin Trawler, '80	145,000
46' Spoiler MY, '83	pending/189,000*
45' Mathews, '66	39,000
44' Pacemaker Motoryacht, '66	65,000
43' Pacemaker, '63	54,000
42' Ponderosa, '85, immaculate	175,000
41' Monterey Trawler, '69	12,000*
41' Burnscraft, '81	60,000*
40' Golden Star Trawler, '84	105,000
40' Defever, '72 MY	65,000
39' Chris Craft Stinger, '85	53,000
32' Grand Banks, '73, Bristol	47,000

PARK STREET LANDING ♦ PARK STREET LANDING ♦ PARK

OCEAN GOING YACHTS

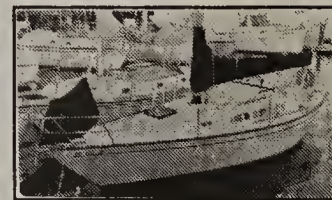


72' CUSTOM '80 FRERS. Built for Mr. Frers' personal use. Solid, steel, fast cruiser. Magnificent interior, exterior needs cosmetics. Extraordinary inventory. Offers.



H-28, 1957.

Teak classic. New diesel, fully restored. Better than the '57 Chevy. A beauty! Taking offers.



32' KETTENBURG, 1978.

Alon Poyne design, limited edition. Fast cruiser. Holding tank, diesel. Asking only \$25,000.

25.5' Ericson	Offers	47' Perry	Sold
35' Chris Craft Caribbean	Offers	50' Gaff topsail schooner	38,500
45' Jeanneau, has it all	145,000		

DOCK SPACE AVAILABLE

Realistic and practical experience is our best guarantee that your choice of boat, for the circumstance envisioned, will be a perfect match. At Integre Marine it is our hope to make your "bluewater" dream come true!



YOUR INTERNATIONAL CONNECTION

1155 Embarcadero
Oakland, CA 94606
(510) 465-6060
FAX 510 465 6078



HAPPY HOLIDAYS AND THE BEST TO ALL IN '94!

EMERY COVE YACHT HARBOR

3300 Powell St., Ste. 105
Emeryville, CA 94608



(510) 658-9491

Fax (510) 658-9521

(800) 952-3242



'77 O'DAY 37

Popular center cockpit offering generous aft owners stateroom w/pvt head. Lg. salon w/double settees, v-berth and head forward. First time on market and offered at a very reasonable **\$34,000.**



'74 ERICSON 37

Very clean and proper fast cruiser. Will be a turn-key acquisition. Epoxy bottom in place and no interior detailing is required. Seller is anxious for an offer and for starters is asking **\$54,900.**

42' CHEOY LEE GOLDEN WAVE

Superb quality throughout. Over-built rigging and all in excellent apparent condition. A yacht only for those that appreciate, demand and can afford the best. Asking **\$119,000.**



44' LANCER MOTORSAILER

Five of these wonderful multi-purpose yachts have changed ownership in the past 6 mos. Sail and/or power cruise, liveaboard, entertain, your choice. 4'x8' "moon roof" over main salon. New smoked acrylic windows. Asking **\$119,000.**

POWER

21' Trophy, '89	16,500
25' C.C. Seahawk	29,900
26' Bayliner 2655, '92	26,500
28' Contessa F.B.	24,500
29' Luhrs Tournament	58,000
32' Uniflite F.B. Sedan	54,900
34' Silverton Conv	84,000

SELECTED LISTINGS

34' Bayliner Trophy	Inquire
34' Carver Santiago	112,000
36' Carver Mariner	115,000
38' Bayliner, diesel	119,000
44' Bestway	158,000

22' O'Day (o/b & new jib)	2,500
27' O'Day	13,500
27' Catalina (AP ++)	9,500
28' Islander, nice	18,900
29' Ericson	14,900
30' Catalina	2 from 22,900
30' Santana, clean!	19,000

SAIL

31' Dufour	29,000
37' O'Day	34,000
37' O'Day	37,000
37' Ericson	54,900
39' Cal, hull #3	41,500
42' Golden Wave	119,000
44' Lancer Motorsailer	119,000

SHOP SAN DIEGO!

BROKERAGE SAIL ~ RACE OR CRUISE

28' SHANNON pocket cruiser	\$54,900
29' J/29, masthead rig	2 available!
30' CAPO by Carl Schumacher	\$39,900
30' OLSON 911SE, 1990!	\$44,000
32' ISLANDER sloop	\$35,000
33' PEARSON 10M, new LPU hull	\$22,000
34' BENETEAU FIRST, 1984	\$37,500
34' CATALINA	3 to choose from
35' J/35, 1990 Immaculate!	\$98,000
35' YOUNG SUN CUTTER, ready to cruise!	\$87,900
36' ISLANDER FREEPORT "B-plan"	\$74,900
38' DOWNEASTER CUTTER, 1975	\$49,900
40' CHEOY LEE offshore sloop	\$55,000
43' BENETEAU MOORINGS 3 staterooms	\$135,000
43' SPINDRIFT PILOTHOUSE cutter	\$139,000
44' HANS CHRISTIAN Pilothouse	\$199,000
45' FUJI KETCH, 1980, 2 staterooms	\$169,500
47' PERRY center cockpit	\$167,000
56' CUSTOM "performance cruiser"	\$349,000
70' SCHOONER great liveaboard	\$350,000

YACHTFINDERS

WINDSEAKERS

2330 Shelter Island Dr., #207, San Diego, CA 92106
(619) 224-2349 Fax (619) 224-4692

BROKERAGE • INSURANCE
MANAGEMENT

MAC DONALD YACHT

1450 Harbor Island Drive
San Diego, California 92101

(619) 294-4545
Fax (619) 294-8694

SELECTED SAIL

30' Gemini, cat	\$67,500
32' Endeavour	\$27,000
33' Hunter	\$27,500
34' Cal	2 from \$29,000
35' Custom Sparcraft	\$24,500
36' Catalina, '84, dsl	\$48,500
36' Columbia	\$21,500
36' Lancer	\$35,900
37' Shock, cat	\$98,000
38' Downeaster	\$49,900
40' C&C, '85	\$96,500
40' Valiant, new bottom	\$92,500
44' Freedom	\$149,500
46' Cal, loaded	\$112,500
46' Islander Trader	\$139,500
45' Garden Porpoise	\$58,000
46' Vagabond	\$195,000
47' Perry in PV	\$150,000
50' Force, singlehand	\$185,000
51' S&S race/cruise	\$139,000
57' Islander, custom	\$199,900

SELECTED POWER

27' Sea Ray	3 from \$25,000
30' Formula, '90	\$56,000
32' Bayliner, '90/'87	from \$69,900
32' Luhrs	\$32,000
33' Chaparral w/hydrolift	\$57,500
36' Sea Ray, dbl cabin	\$99,500
38' Pacemaker, Sdntf	\$49,000
42' Elegant MY, '87	\$148,000
44' Pacifica Sf	\$179,000
45' Hatteras Sf	\$195,000
47' King Yachts Sdn	\$412,500
48' Uniflite Ytfs	2 from \$179,000
48' Offshore Sdn	\$350,000
48' Fexus Sdst	Offers
50' Ocean Alexander, trwl	\$190,000
51' Sea Ranger MY	\$229,000
53' Hatteras, MY & Sf	from \$225,000
58' Chris Craft, Sf	Offers
75' Vic Frank MY	\$990,000
75' Westide MY	\$995,000
82' Ft. Bragg Custom	\$350,000

Offices conveniently located next to the
San Diego and Puerto Vallarta Airports.

Anchorage Brokers & Consultants



YACHTS

SAUSALITO

(415) 332-SAIL

(415) 332-7245 • Fax 332-4580

MIKE KUSHNER • DAVE MARSHALL • PETER POWELL • KIM HILL • CLAY PRESCOTT



38' ALDEN YAWL, '63. Dodger, fireplace, Bristol condition, classic lines. \$48,000.

SAIL

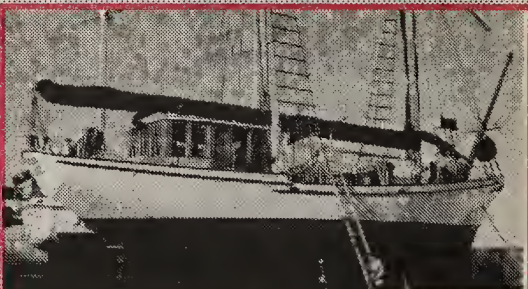
LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE
65'	MacGREGOR	'87	\$137,500	36'	ISLANDER	'79	\$43,000	27'	CAL	'74	\$17,500	40'	BLUEWATER	'78	\$69,500
54'	VEN tops'l schooner	'79	\$195,000	36'	ISLANDER	'76	\$39,500	27'	CATALINA	'78	\$10,900	40'	CRUIS-A-HOME	'75	\$55,000
52'	CHEOY LEE	'82	\$205,000	36'	PEARSON	'85	\$85,000	27'	ERICSON	'74	\$17,000	40'	MATHEWS	'47	\$42,000
51'	MORGAN O/I KTCH	'76	\$115,000	36'	S2, center cockpit	'84	\$75,000	27'	LANCER	'84	\$18,600	40'	OWENS	'64	\$41,500
49'	HOPE	'04	\$69,500	36'	GULFSTAR	'72	\$45,000	26'	ERICSON	'85	\$24,750	39'	CHRIS CRAFT	'85	\$49,000
46'	MORGAN	'79	\$126,000	36'	FREEDOM	'88	\$110,000	26'	ERICSON	'88	\$29,500	38'	BAYLINER	'87	\$115,000
46'	ALDEN SCHOONER	'31	\$35,000	36'	CATALINA	'87	\$69,900					38'	HUNTER	'59	\$23,000
45'	JEANNEAU	'84	\$145,000	35'	SANTANA	'80	\$47,000					38'	PACEMAKER	'70	\$30,000
41'	GARDEN	'73	\$65,000	34'	WYLIE	'79	\$34,000					38'	BAYLINER	'91	\$123,000
41'	MURRAY-PETERSON	'83	\$89,000	33'	HUNTER	'79	\$29,000					37'	NEWHAVEN HB		\$15,000
41'	RHODES	'66	\$60,000	33'	PETERSON	'79	\$20,000					36'	NEWPORT TRL	'70	\$57,000
41'	MORGAN	'73	\$61,500	32'	WESTSAIL		\$60,000					36'	CHRIS CRAFT	'64	\$26,000
41'	MORGAN	'79	\$72,000	32'	ARIES	'76	\$24,000					36'	CHRIS CRAFT	'61	\$33,000
40'	C & C	'82	\$72,000	32'	COLUMBIA	'76	\$24,500					36'	EGG HARBOR	'78	\$115,000
40'	CHEOY LEE O.S.	'71	\$52,000	32'	MORGAN	'79	\$39,000					35'	CHRIS CRAFT	'68	\$58,500
40'	ISLANDR-PETERSON	'80	\$64,000	32'	WESTSAIL	'76	\$45,000					34'	JOHNSON	'28	\$20,000
40'	MARINE TRADER	'82	\$85,000	31'	COLUMBIA	'66	\$21,000					34'	CALIFORNIAN	'78	\$60,000
39'	C & C	'73	\$77,000	30'	CHEOY LEE		\$24,000					34'	CALIFORNIAN	'80	\$58,500
38'	ERICSON	'81	\$59,000	30'	CATALINA	2 from	\$22,000					34'	CHRIS CRAFT	'91	\$78,000
38'	HINCKLEY	'69	\$95,000	30'	ISLANDER MKII	'71	\$17,500					34'	HATTERAS	'64	\$25,000
37'	HUNTER LEGEND	'88	\$84,500	30'	PEARSON 303	'84	\$46,666					33'	CHRIS CRAFT 336	'84	\$49,900
37'	ISLANDER	'68	\$44,000	29'	ERICSON	'77	\$19,500					32'	UNIFLITE	'79	\$49,500
37'	RANGER	'74	\$36,500	29'	BUCCANEER		\$19,000					31'	RIVA	'78	\$88,750
37'	TAYANA	'78	\$67,000	28'	CATALINA	'92	\$40,000					28'	ALLMANO SF	'79	\$31,500
36'	HERITAGE	'78	\$59,000	28'	ISLANDER	'83	\$19,500					28'	CARVER	'85	\$35,000
36'	ISLANDER	'78	\$39,000	28'	ISLANDER	'77	\$19,000					28'	SEA RAY	'86	\$33,000
36'	ISLANDER	'76	\$44,000	28'	ISLANDER	'85	\$27,900					28'	BAYLINER	'79	\$15,000
36'	ISLANDER	'76	\$47,500	28'	NEWPORT	'77	\$12,000					25'	BAYLINER	'85	\$22,500
									POWER						
									LOD BUILDER		YR	PRICE			
									75'	WEST DE FG MY	'86	\$1,195,000			
									65'	CHRIS ROAMER	'71	\$425,000			
									66'	CUSTOM CHARTER	'78	\$275,000			
									60'	BURGER	'57	\$285,000			
									55'	CHRIS CRAFT	'62	\$119,000			
									53'	HATTERAS	'79	\$345,000			
									53'	BLUEWATER	'80	\$179,000			
									50'	TROJAN/SHEPHERD	'69	\$147,000			
									49'	MARINE TRADER	'78	\$175,000			
									49'	ALBIN TRAWLER	'80	\$135,000			
									47'	STEPHENS	'60	\$179,000			
									46'	CHRIS CRAFT	'64	\$69,000			
									45'	LANCER	'81	\$142,500			
									44'	LUXERS	'70	\$72,500			
									42'	CALIFORNIAN	'78	\$89,500			
									42'	MATHEWS	'52	\$55,000			
									42'	PONDEROSA	'85	\$170,000			
									42'	UNIFLITE MY	'84	\$159,000			
									42'	CHRIS F/G SPORTFISH	\$75,000				

POWER

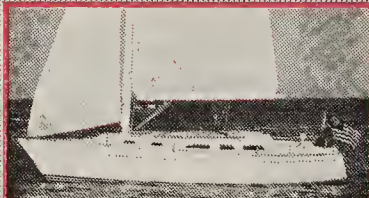
LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE
75'	WEST DE FG MY	'86	\$1,195,000	40'	BLUEWATER	'78	\$17,500
65'	CHRIS ROAMER	'71	\$425,000	40'	CRUIS-A-HOME	'75	\$55,000
65'	CUSTOM CHARTER	'78	\$275,000	40'	MATHEWS	'47	\$42,000
60'	BURGER	'57	\$285,000	40'	OWENS	'64	\$41,500
55'	CHRIS CRAFT	'62	\$119,000	39'	CHRIS CRAFT	'85	\$49,000
53'	HATTERAS	'79	\$345,000	38'	BAYLINER	'87	\$115,000
53'	BLUEWATER	'80	\$179,000	38'	HUNTER	'59	\$23,000
50'	TROJAN/SHEPHERD	'69	\$147,000	38'	PACEMAKER	'70	\$30,000
49'	MARINE TRADER	'78	\$175,000	38'	BAYLINER	'91	\$123,000
49'	ALBIN TRAWLER	'80	\$135,000	37'	NEWHAVEN HB		\$15,000
47'	STEPHENS	'60	\$179,000	36'	NEWPORT TRL	'70	\$57,000
46'	CHRIS CRAFT	'64	\$69,000	36'	CHRIS CRAFT	'64	\$26,000
45'	LANCER	'81	\$142,500	36'	CHRIS CRAFT	'61	\$33,000
44'	LUXIRS	'70	\$72,500	36'	EGG HARBOR	'78	\$115,000
42'	CALIFORNIAN	'78	\$89,500	35'	CHRIS CRAFT	'68	\$58,500
42'	MATHEWS	'52	\$55,000	34'	JOHNSON	'28	\$20,000
42'	PONDEROSA	'85	\$170,000	34'	CALIFORNIAN	'78	\$60,000
42'	UNIFLITE MY	'84	\$159,000	34'	CALIFORNIAN	'80	\$58,500
42'	CHRIS F/G SPORTFISHER	'75	\$75,000	34'	CHRIS CRAFT	'91	\$78,000



46' MORGAN, '79. Brewer design ketch. SSB, VHF, autopilot, SatNav, radar, davits. Price Reduction \$126,000.



54' VENEKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel, high quality construction, watertight bulkheads. A finely fitted yacht. \$195,000.



36' FREEDOM, '88. Unstayed mast, self-tacking jib, quarter berth stateroom, radar and autopilot. Single handod. \$110,000.



41' ENERGY, '88. Lavarionis 2-ton cutter. Exotic wood interior, teak decks, 200 mile/day, Pacific vet. \$89,500.



38' BAYLINER, 3 from \$99,000.



32' MORGAN, '79. Solid pocket cruiser. Autopilot, dinghy, watermaker, new mainsail. \$39,000.



38' ERICSON. Roller furling, autopilot, aft stateroom. \$59,000.



52' IRWIN, '77. Incredible interior/cruising & living aboard. Great sailing performance. 3 staterooms, new sails. \$165,000.



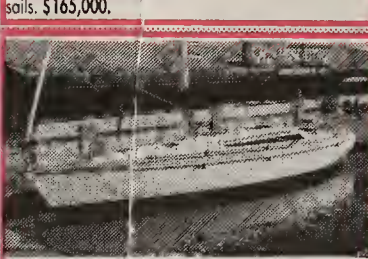
53' HATTERAS, '79. "The cleanest Hatteras on the West Coast." \$345,000.



36' GULFSTAR, '72. Motorsailer, liveaboard, autopilot, 2 heads, refrigeration, 3 kw generator. \$45,000.



36' ISLANDER. Deluxe teak & oak interior, pressure water, Westerbeke diesel, immaculate. \$45,000.



JEANNEAU 45. 3 staterooms, aft cockpit, like new, autopilot, SatNav, SSB B&G inst. Recently reduced \$125,000.



40' SANTA BARBARA, '67. Fiberglass, single 185 hp dsl, large aft cabin, 2 heads, exceptionally sea kindly. \$69,000.



BRISTOL 35.5. Ted Hood design, high quality, excellent condition. \$49,500.

** ISLANDERS **	
40' PETERSON, '80, very fast	64,000
37' 1968 CLASSIC	44,000
36' 5 FROM	36,000
28' 1983, wheel, diesel	19,500
28' 1977, teak, oak interior	19,000



1 GATE 5 ROAD
SAUSALITO, CA 94965



PLASTIC CLASSICS Quality Construction and Classic Lines.	
31' COLUMBIA, C. Morgan design	21,000
38' ALDEN	48,500
40' CHEOY LEE OS	52,000

**Happy
Holidays**

**Best Wishes
in 1994**

YOUR FIRST
MONTH IS
FREE!



Ballena Isle Marina – The Alameda marina closest to boating on the Bay!

**USE YOUR GOLD CARD GATE KEY
FOR THE FOLLOWING SAVINGS:**

20% Off All Fuel and Fuel Products
15% Off Everything in Our Chandlery
Whale's Tale Restaurant Discounts*
10% Off at Club Nautique on All Sailing Lessons*
Haulout Discounts

*not good with other promotions



**BALLENA ISLE
MARINA**

ON THE BAY AN ALMAR MARINA
1150 BELLENA BOULEVARD
ALAMEDA, CA 94501

1-800-675-SLIP • (510) 523-5528

- ~ ANNUAL CHRISTMAS COCKTAIL PARTY
FOR BERTHERS
- ~ CLEAN RESTROOMS & SHOWERS
- ~ FREE PUMP-OUT STATION
- ~ 24-HOUR FUELING SYSTEM
- ~ CHANDLERY
- ~ SECURITY GATES & ROVING SECURITY
- ~ DIRECT ACCESS TO THE BAY
- ~ PROTECTIVE HARBOR
- ~ RESTAURANT & DELICATESSEN

Nelson's Marine

WINTER
DISCOUNTS



WINTER BOATYARD DISCOUNTS IN EFFECT DECEMBER 1

No Layday Charge for Rain Days

FULL SERVICE BOATYARD • Professionals with Integrity

Woodwork • Prop and Shaft Work • Blister Repair with Warranty • Rigging
LPU Paints • Haulouts • Welding • Store on Premises • Dry Storage Marina
Structural Repair • Marine Engine Services • Do-It-Yourselfers Welcome

2229 CLEMENT AVE., ALAMEDA, CA 94501 (510) 536-5548